

Traffic Collision Statistics Report

2006



**Manitoba
Public Insurance**



By law, all traffic collisions on public roads resulting in fatalities, injuries, or combined damage exceeding \$1,000 must be reported to a law enforcement agency for entry into what's known as "Traffic Accident Reports." Data from these reports, compiled by Driver and Vehicle Licensing, form the basis for the *Traffic Collision Statistics Report*. Formerly a division of Manitoba's Department of Transportation and Government Services, Driver and Vehicle Licensing was integrated into Manitoba Public Insurance in 2004.

The *Traffic Collision Statistics Report* reveals the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions assists policy makers, traffic safety experts, public safety programmers, and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

The importance of data collection is acknowledged in Canada's Road Safety Vision 2010, a national initiative aimed at making Canada's roads the safest in the world. The strategic objectives of the plan aim to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; toughen enforcement measures; and improve national road safety data collection and quality.

Manitoba has more than 725,000 active licensed drivers and more than 897,000 registered vehicles.

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Traffic Collision Statistics Report





The *Traffic Collision Statistics Report* (TCSR) contains information obtained from all "reportable" traffic collisions in Manitoba. "Reportable" collisions are those that take place on public roads and result in fatalities, injuries or combined damage exceeding \$1,000.

Section 1 (*Drivers, Vehicles, and Collision Rates: Historical Trends*) establishes collision rates for licensed drivers and registered vehicles. Data are presented as the rate per 1,000 – that is, the number of drivers (or registered vehicles) that have been involved in collisions, for every 1,000 drivers (or registered vehicles). Please note that data for fatalities, injury and property damage are presented as the rate per 10,000 drivers, taking into account the much smaller totals in these categories compared with the total number of collisions.

Section 2 (*Licensed Drivers*) is an overview of the driving population, providing a breakdown of licensed drivers by age, gender and licence status (active or suspended).

Section 3 (*Vehicle Registrations*) covers three vehicle categories: Non-Commercial, Commercial and Snowmobile. Lapsed, cancelled and suspended vehicle registrations are not included in this section.

Sections 4 through 10 contain detailed collision data. Here you can review fatal and injury collision data by month, day or time of crash; consider factors such as road surface or weather; and break down location within the province. You will also find information about collision victims, pedestrian victims, the vehicles involved, the drivers involved and commercial vehicle collisions.

Section 11 covers Off-Road Vehicle Crashes. Total collisions, victims (age group and gender), vehicles and drivers by at-fault contributing factors are provided.

Section 12 (*Alcohol-Related Criminal Code Convictions*) highlights drinking and driving convictions in Manitoba from 1989 to 2005 and also provides comparison data for the years 1995, 2000 and 2005.

Annual collision statistics, such as those contained in the *Traffic Collision Statistics Report*, are used to:

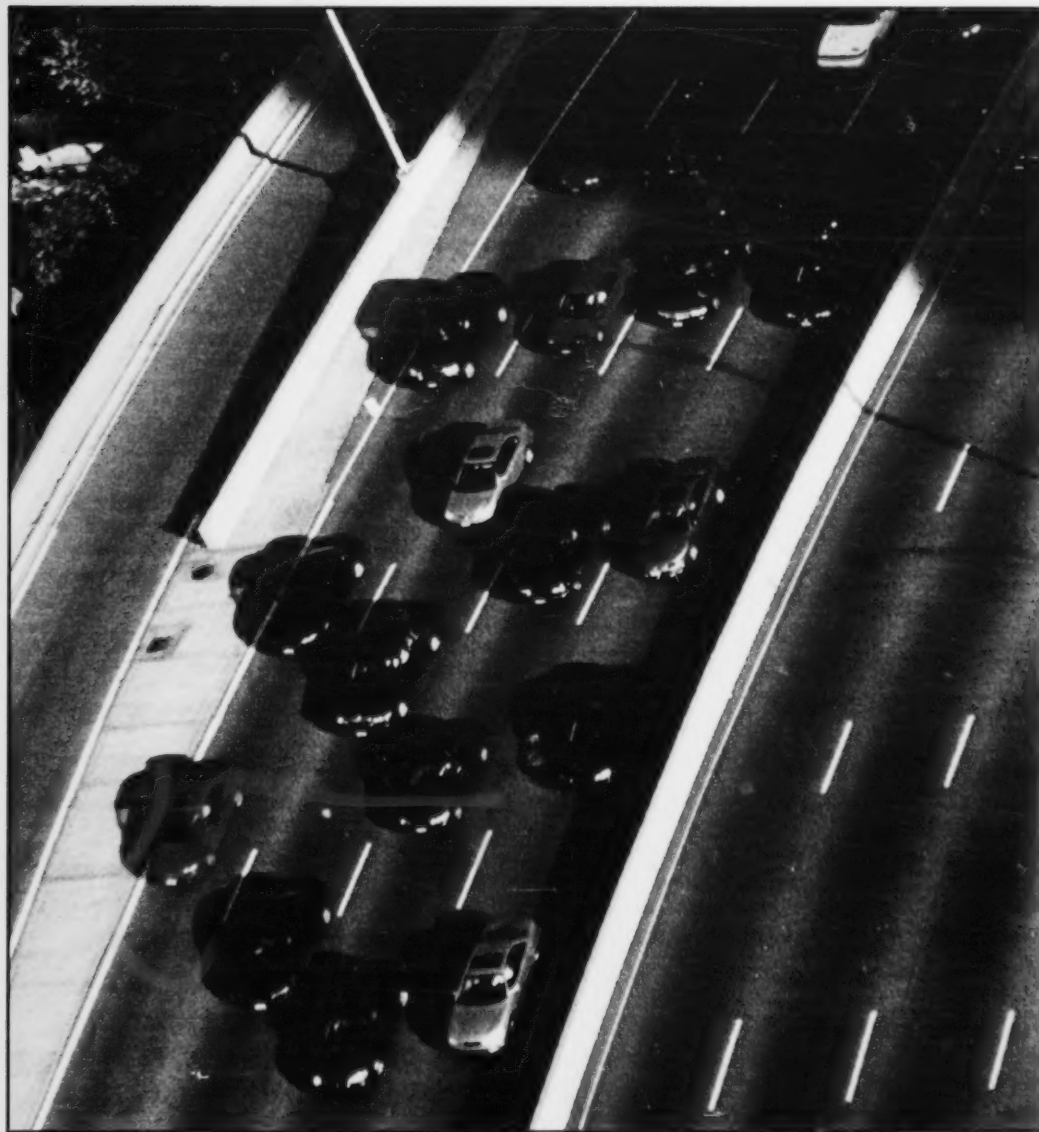
- indicate trends,
- identify problem driver and vehicle factors,
- evaluate current programs and new provincial road safety initiatives,
- monitor commercial vehicle collisions in accordance with the National Safety Code,
- identify highway locations which may require improvement from a safety and a highway planning perspective, and
- guide development of new policies and programs to reduce the frequency and severity of traffic accidents in the province.

Government agencies, law enforcement agencies, research organizations, consultants, public health officials and academics are among those who draw upon the collision data contained within this report.



Section 1

Drivers, Vehicles, and Collision Rates Historical Trends



INTRODUCTION TO SECTION 1

Manitoba calculates involvement rates for fatal, injury and property damage collisions using licensed drivers and vehicles registered for the years 1997 to 2006 inclusive. This section also deals with relative involvement rates of drivers by specific age groups and provides insight into the trends, in this respect.

**Fatal, Injury, and Property Damage Collisions
by Total Licensed Drivers¹
1997 – 2006**

Year	Licensed Drivers	Total Collisions	Collisions /1,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total Property Damage	Property Damage /10,000 Drivers
1997	687229	27113	39.5	101	1.5	6698	97.5	20334	295.9
1998	692941	27124	39.1	109	1.6	6879	99.3	20136	290.6
1999	702851	28667	40.8	99	1.4	6959	99.0	21609	307.4
2000	706512	30973	43.8	92	1.3	6931	98.1	23950	339.0
2001	710456	30999	43.6	82	1.2	6656	93.7	24261	341.5
2002	715793	31983	44.7	99	1.4	6953	97.2	24931	348.3
2003	720099	34933	48.5	98	1.3	7312	101.5	27523	382.2
2004	728571	35382	48.6	90	1.2	6939	95.2	28353	389.2
2005	717449	33268	46.4	88	1.2	6512	90.8	26668	371.7
2006	725755	31796	43.8	104	1.4	6518	90.0	25174	346.9

¹Licensed drivers include active and suspended drivers who held a valid licence within the licensing year.

Over the past 10 years, traffic collisions have increased by 17.3% (27,113 to 31,796) while licensed drivers have increased at a slower rate of 5.6%. Collision rates for licensed drivers have increased by 10.9%, from 39.5/1,000 drivers in 1997 to 43.8/1,000 drivers in 2006. Fatal crash rates rose from 1.2/10,000 in 1997 to 1.4/10,000 in 2006 while injury rates dropped by 7.7% from 97.5/10,000 in 1997 to 90.0/10,000 in 2006. Property damage collision rates rose from 295.9/10,000 to 346.9/10,000, an increase of 17.2%.

**Fatal, Injury, and Property Damage Collisions
by Vehicles Registered¹
2000 – 2006**

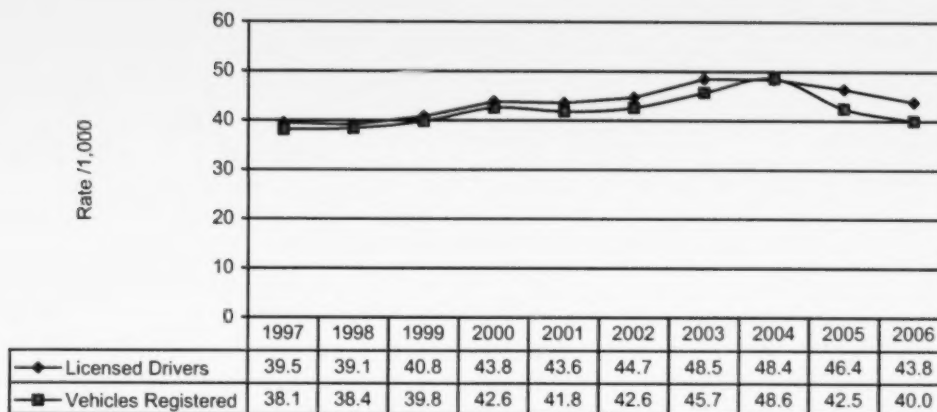
Year	Vehicles Registered ²	Total Collisions	Collisions /1,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total Property Damage	Property Damage /10,000 Vehicles
2000	727562	30973	42.6	92	1.3	6931	95.3	23950	329.2
2001	742033	30999	41.8	82	1.1	6656	89.7	24261	327.0
2002	750631	31983	42.6	99	1.3	6953	92.6	24931	332.1
2003	763761	34933	45.7	98	1.2	7312	95.7	27523	360.3
2004	775390	35382	45.6	90	1.1	6939	89.5	28353	365.7
2005	783109	33268	42.5	88	1.1	6512	83.2	26668	340.5
2006	798567	31796	40.0	104	1.3	6518	81.6	25174	315.2

¹Registered vehicles exclude lapsed, cancelled and suspended registrations.

²Vehicles registered exclude off-road vehicles, snow vehicles (HTA), trailers (HTA), tractors other than farm and PSV trailers.

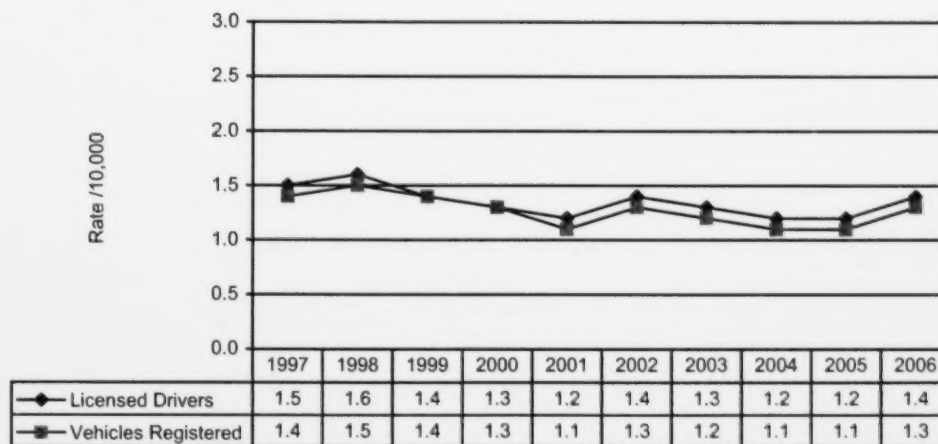
Between 2000 and 2006, traffic collision rates decreased by 6.1%, from 39.5/1,000 vehicles registered in 2000 to 40.0/1,000 in 2006. Fatal collision rates remained constant at 1.3/10,000 registered vehicles. Injury collision rates decreased by 14.4%, from 95.3/10,000 registered vehicles in 2000 to 81.6/10,000 in 2006.

Total Collisions
/1,000 Licensed Drivers and Vehicles Registered
1997 - 2006



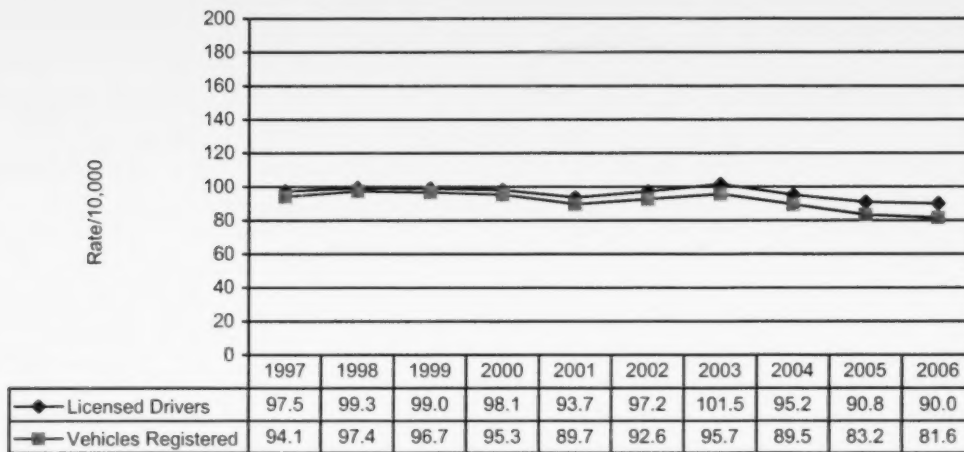
Total collision rates by licensed driver and vehicles registered increased between 1997 and 2006 (39.5 versus 43.8) and (38.1 versus 40.0) respectively. From 2000 to 2002 the collision rate was relatively stable with a rise in 2003 to 48.5 per 1,000 licensed drivers and remained steady in 2004 with a slight drop in 2005 to 46.4/1,000. The decline in both categories continued in 2006.

Fatal Collisions
/10,000 Licensed Drivers and Vehicles Registered
1997 - 2006



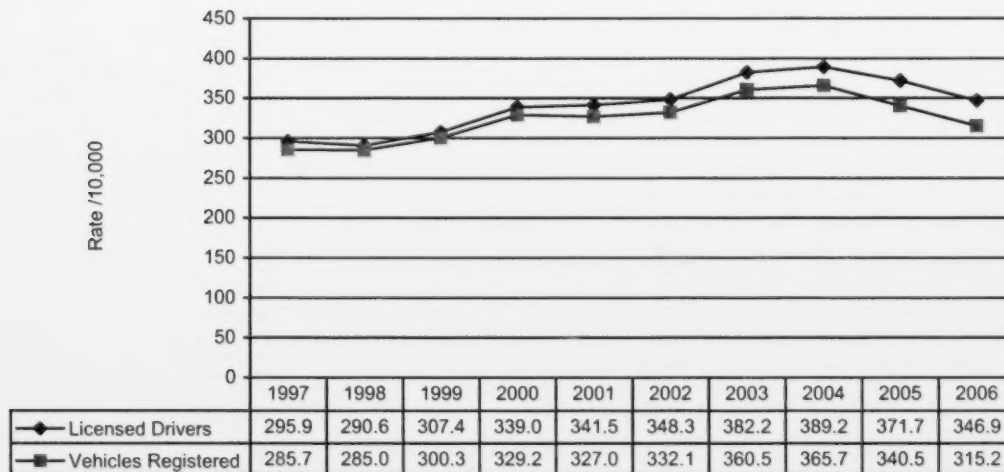
In 2006, fatal crash rates per 10,000 licensed drivers and registered vehicles rose after remaining constant between 2004 and 2005.

Injury Collisions /10,000 Licensed Drivers and Vehicles Registered 1997 - 2006



Injury collision rates per 10,000 licensed drivers declined by 7.7%, from 97.5/10,000 in 1997 to 90.0/10,000 in 2006. Injury collision rates per 10,000 vehicles registered decreased by 13.3%, from 94.1/10,000 to 81.6/10,000.

Property Damage Collisions /10,000 Licensed Drivers and Vehicles Registered 1997 - 2006



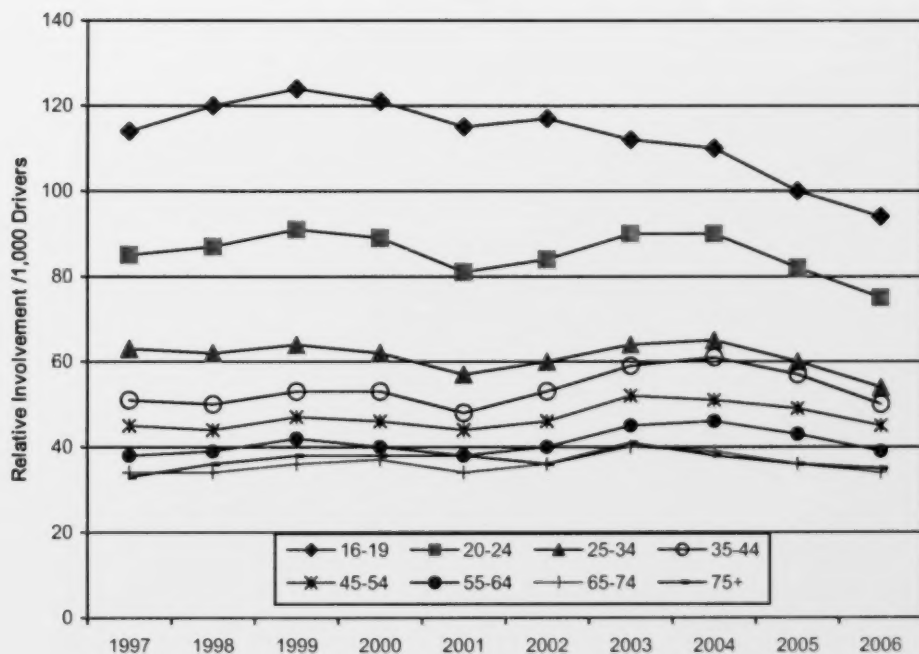
Between 1997 and 2006, property damage collision rates rose by 17.2%, from 295.9/10,000 to 346.9/10,000 licensed drivers and by 10.3%, from 285.7/10,000 to 315.2/10,000 vehicles registered.

Relative Involvement
/1,000 Active Licensed Drivers by Age Group
1997 – 2006

Age Group	Year									
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
16-19	117	120	124	121	115	117	112	110	100	94
20-24	89	87	91	89	81	84	90	90	82	75
25-34	63	62	64	62	57	60	64	65	60	54
35-44	51	50	53	53	48	53	59	61	57	50
45-54	45	44	47	46	44	46	52	51	49	45
55-64	38	39	42	40	38	40	45	46	43	39
65-74	34	34	36	37	34	36	40	39	36	34
75>	33	36	38	38	38	36	41	38	36	35

Relative collision involvement rates for drivers under the age of 35 reached their lowest levels for the 10-year period under review.

Relative Involvement
/1,000 Drivers by Selected Age Group
1997 – 2006



The graph illustrates that the rate of collision involvement declines with as driver age increases – up to the age of 75, when it very gradually begins to rise again.

Section 2

Licenced Drivers



INTRODUCTION TO SECTION 2

This section deals with active and suspended drivers by specific age groups, gender and Manitoba licence class designation.

At the beginning of this section there is a quick reference chart of Manitoba's licence and vehicle class descriptions. A review of that chart will indicate which class of licence is required for operating certain vehicle classes.

Since the inception of Graduated Driver Licensing (GDL) the following tables give the number of licensed drivers by driver licence stages (full class licence – 5/F, intermediate stage under GDL – 5I, and learner licence under GDL – 5/L).

In view of the fact that the majority of Class 6 (motorcycle) licence holders also possess Class 1 to 5 licences, the number has been included in the Class 1 to 5 totals. Pages 22 to 24 deal specifically with the number of Class 6 active motorcycle licensed drivers by gender, age group and licence class.

Class Licence System Quick Reference Chart

Licence Class	Description
1	Class 1 licence permits the holder to operate all motor vehicles (except motorcycles) or combination of vehicles, semi-trailers, trucks, buses, etc., including all vehicles in Classes 2, 3, 4, and 5.
2	Class 2 licence permits the holder to operate all vehicles except vehicles in Class 1 and 6.
3	Class 3 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, and 6.
4	Class 4 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, 3, and 6.
5	Class 5 licence permits the holder to operate a Class 5 motor vehicle and a Class 3 motor vehicle if it is registered as a farm truck. ¹
6	Class 6 licence permits the holder to operate a motorcycle. Operation of vehicles in Classes 1 to 5 are prohibited, unless the Class 6 licence is held in conjunction with Class 1, 2, 3, 4 or 5 licence.

¹Effective November 1, 2003, a person must hold a valid minimum Class 5.0 Intermediate Stage driver's licence to operate a special mobile machine, implement of husbandry or tractor on a provincial highway, or a highway within the municipal boundaries of a city, town, village or urban municipality.

Vehicle Classification Quick Reference Chart

Vehicle Class	Description
1	Semi-trailer trucks.
2	Buses having a seating capacity of over 24 passengers (while carrying passengers), and school buses having a seating capacity of over 36 passengers (while carrying passengers).
3	Trucks with more than two axles, including any combination of vehicles, OR trucks with two axles towing a vehicle with a registered gross vehicle weight (GVW) of more than 4,540 kg. but does not include a semi-trailer truck.
4	Taxis, ambulances, and other emergency vehicles, buses with a seating capacity between 10 and 24 passengers (while carrying passengers) and school buses with a seating capacity between 10 and 36 passengers (while carrying passengers).
5	Passenger cars, a bus while not carrying passengers, trucks with two axles, and any combination of vehicles consisting of a truck with two axles and a towed vehicle with a registered gross vehicle weight (GVW) of up to 4,540 kg.
6	Motorcycles.

Class 1-5 Licensed Drivers
by Age Group, Sex and Driver Status

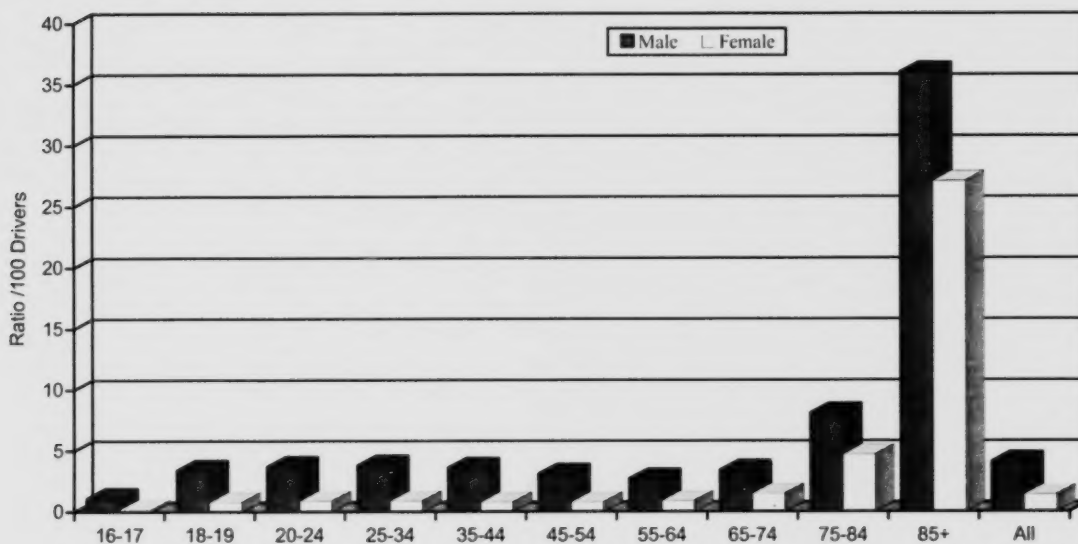
Age Group	Sex	Active Drivers	Suspended Drivers	Total Drivers	%	Suspended /100 Drivers
16-17	M	11160	124	11284	2.9	1.1
	F	10628	24	10652	3.0	0.2
	Total	21788	148	21936	2.9	0.7
18-19	M	11911	387	12298	3.2	3.1
	F	11558	92	11650	3.2	0.8
	Total	23469	479	23948	3.2	2.0
20-24	M	30151	1172	31323	8.1	3.7
	F	29177	260	29437	8.2	0.9
	Total	59328	1432	60760	8.2	2.4
25-34	M	58832	2308	61140	15.7	3.8
	F	57816	518	58334	16.3	0.9
	Total	116648	2826	119474	16.0	2.4
35-44	M	69401	2624	72025	18.5	3.6
	F	67762	640	68402	19.1	0.9
	Total	137163	3264	140427	18.8	2.3
45-54	M	77755	2508	80263	20.7	3.1
	F	73614	640	74254	20.7	0.9
	Total	151369	3148	154517	20.7	2.0
55-64	M	56971	1577	58548	15.1	2.7
	F	52960	479	53439	14.9	0.9
	Total	109931	2056	111987	15.0	1.8
65-74	M	33209	1159	34368	8.8	3.4
	F	29511	441	29952	8.4	1.5
	Total	62720	1600	64320	8.6	2.5
75-84 *	M	19238	1698	20936	5.4	8.1
	F	17233	847	18080	5.1	4.7
	Total	36471	2545	39016	5.2	6.5
85> *	M	3919	2205	6124	1.6	36.0
	F	2949	1096	4045	1.1	27.1
	Total	6868	3301	10169	1.4	32.5
All Ages	M	372547	15762	388309	100.0	4.1
	F	353208	5037	358245	100.0	1.4
	Total	725755	20799	746554	100.0	2.8

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future. Suspended drivers refer to an annual average of drivers who are suspended.

* The rate of suspension for drivers aged 75+ is more than four times higher than for drivers of all ages: 11.9/100 licensed drivers versus 2.8/100. This is primarily due to the fact that higher proportions of older drivers are indefinitely suspended for medical reasons.

Note: Since the majority of Class 6 licence holders also possess Class 1-5 licences, their numbers have been included in the Class 1-5 totals.

Comparison of Male and Female Class 1-5
Suspended Drivers/100 Licensed Drivers



Class 1-5 Licensed Drivers by Year and Driver Status
1997 - 2006

Licensing Year	Active Drivers	Suspended Drivers	Total Drivers
1997	658602	28627	687229
1998	663980	28961	692941
1999	672824	30027	702851
2000	675532	30980	706512
2001	678616	31840	710456
2002 ¹	682980	32813	715793
2003 ¹	686426	33673	720099
2004 ¹	693876	34695	728571
2005 ¹	696204	21245	717449
2006 ¹	725755	20799	746554

¹Excludes drivers holding only a Class 6 licence whose numbers generally range between 25 to 30 annually.

In 2005, deceased drivers were eliminated from the driver record system and much of the 38.7% decline in suspended drivers between 2004 and 2005 can be attributed to this event. The number of active drivers increased by 10.2% between 1997 and 2006.

**Class 1-5 Licensed Drivers
By Licence Class, Driver Status and Sex**

Licence Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	S/Total	%	Male	Female	S/Total	%		
1.0	32076	1335	33411	4.6	553	13	566	2.7	33977	4.5
2.0	4705	1616	6321	0.9	59	11	70	0.4	6391	0.9
3.0	10067	305	10372	1.4	187	3	190	0.9	10562	1.4
4.0	12453	4479	16932	2.3	336	37	373	1.8	17305	2.3
5/A	1933	3349	5282	0.7	268	106	374	1.8	5656	0.8
5/F	295037	323651	618688	85.3	13189	4419	17608	84.7	636296	85.2
5/I	7468	6885	14353	2.0	226	50	276	1.3	14629	2.0
5/L	8802	11587	20389	2.8	189	86	275	1.3	20664	2.8
Other	6	1	7	-.	755	312	1067	5.1	1074	0.1
Total	372547	353208	725755	100.0	15762	5037	20799	100.0	746554	100.0

Manitoba Class 5 Driver's Licence Stages

5/A - Learner drivers who are not in Graduated Driver Licensing

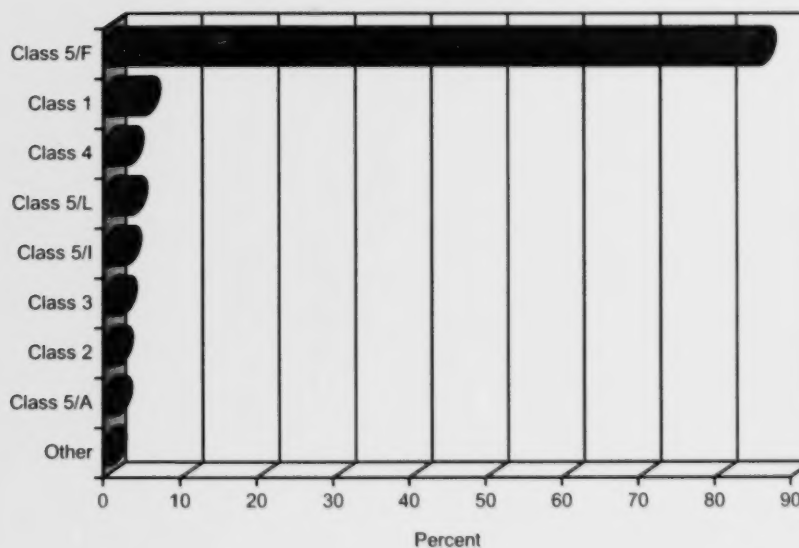
5/F - Full Class 5 licence

5/I - Intermediate Stage under Graduated Driver Licensing

5/L - Learner Stage under Graduated Driver Licensing

Other - Unlicensed drivers assigned a licence number

**Distribution of Total Drivers,
by Licence Class**



**Active and Suspended Class 1-5 Male Drivers
by Age Group and Licence Class**

Age Group	Status	Licence Class										Total
		1.0	2.0	3.0	4.0	1-4/A	5/A	5/F	5/I	5/L	5 Other ²	
16-17	Active	0	0	0	0	0	1	908	5042	5209	0	11160
	Suspd ¹	0	0	0	0	0	0	17	80	27	0	124
	Subtotal	0	0	0	0	0	1	925	5122	5236	0	11284
18-19	Active	58	2	11	35	1	9	8811	1409	1575	0	11911
	Suspd ¹	2	0	1	0	0	1	239	90	54	0	387
	Subtotal	60	2	12	35	1	10	9050	1499	1629	0	12298
20-24	Active	1002	52	313	651	1	553	26089	545	945	0	30151
	Suspd ¹	22	0	2	8	0	78	913	46	63	40	1172
	Subtotal	1024	52	315	659	1	631	27002	591	1008	40	31323
25-34	Active	5014	329	1205	2953	3	623	47769	302	634	0	58832
	Suspd ¹	89	2	16	37	0	69	1846	8	33	208	2308
	Subtotal	5103	331	1221	2990	3	692	49615	310	667	208	61140
35-44	Active	8285	963	1887	3527	1	367	53934	131	306	0	69401
	Suspd ¹	124	13	35	87	0	45	2068	1	9	242	2624
	Subtotal	8409	976	1922	3614	1	412	56002	132	315	242	72025
45-54	Active	9778	1591	3640	3354	0	218	59047	30	97	0	77755
	Suspd ¹	131	20	58	104	0	19	2030	1	2	143	2508
	Subtotal	9909	1611	3698	3458	0	237	61077	31	99	143	80263
55-64	Active	6045	1311	2287	1655	0	88	45551	7	27	0	56971
	Suspd ¹	102	12	36	63	0	7	1306	0	1	50	1577
	Subtotal	6147	1323	2323	1718	0	95	46857	7	28	50	58548
65-74	Active	1721	403	644	251	0	40	30139	2	9	0	33209
	Suspd ¹	55	8	23	23	0	8	1026	0	0	16	1159
	Subtotal	1776	411	667	274	0	48	31165	2	9	16	34368
75-84	Active	172	54	78	26	0	21	18887	0	0	0	19238
	Suspd ¹	22	3	11	10	0	26	1609	0	0	17	1698
	Subtotal	194	57	89	36	0	47	20496	0	0	17	20936
85+	Active	1	0	2	1	0	13	3902	0	0	0	3919
	Suspd ¹	6	1	5	4	0	15	2135	0	0	39	2205
	Subtotal	7	1	7	5	0	28	6037	0	0	39	6124
Total	Active	32076	4705	10067	12453	6	1933	295037	7468	8802	0	372547
	Suspd ¹	553	59	187	336	0	268	13189	226	189	755	15762
	Grand Total	32629	4764	10254	12789	6	2201	308226	7694	8991	755	388309

¹Suspd = Suspended²Other = Unlicensed driver assigned a licence number.

Among males, the 45-54 age group had the highest number of active drivers while the 35-44 age group accounted for the highest number of suspended drivers. Drivers aged 75 and older accounted for 24.8% of suspended drivers. The age groups 75-84 and 85+ display a comparatively higher number of suspensions as these groups typically represent drivers indefinitely suspended for medical reasons.

**Active and Suspended Class 1-5 Female Drivers
by Age Group and Licence Class**

Age Group	Status	Licence Class										Total
		1.0	2.0	3.0	4.0	1-4/A	5/A	5/F	5/I	5/L	5 Other ²	
16-17	Active	0	0	0	0	0	2	810	4347	5469	0	10628
	Suspd ¹	0	0	0	0	0	0	1	15	8	0	24
	Subtotal	0	0	0	0	0	2	811	4362	5477	0	10652
18-19	Active	0	0	2	14	0	6	8070	1336	2130	0	11558
	Suspd ¹	0	0	0	0	0	0	57	18	17	0	92
	Subtotal	0	0	2	14	0	6	8127	1354	2147	0	11650
20-24	Active	25	12	12	313	0	955	25961	489	1410	0	29177
	Suspd ¹	1	0	0	0	0	38	167	10	37	7	260
	Subtotal	26	12	12	313	0	993	26128	499	1447	7	29437
25-34	Active	203	123	36	1404	0	1124	53116	426	1384	0	57816
	Suspd ¹	0	2	0	3	0	29	374	5	19	86	518
	Subtotal	203	125	36	1407	0	1153	53490	431	1403	86	58334
35-44	Active	445	453	44	1416	1	678	63714	218	793	0	67762
	Suspd ¹	8	2	0	11	0	10	514	1	3	91	640
	Subtotal	453	455	44	1427	1	688	64228	219	796	91	68402
45-54	Active	443	646	87	983	0	403	70705	53	294	0	73614
	Suspd ¹	2	3	2	12	0	5	555	1	0	60	640
	Subtotal	445	649	89	995	0	408	71260	54	294	60	74254
55-64	Active	199	341	100	319	0	133	51770	14	84	0	52960
	Suspd ¹	2	3	0	6	0	3	433	0	2	30	479
	Subtotal	201	344	100	325	0	136	52203	14	86	30	53439
65-74	Active	20	40	21	27	0	25	29359	2	17	0	29511
	Suspd ¹	0	0	1	2	0	5	419	0	0	14	441
	Subtotal	20	40	22	29	0	30	29778	2	17	14	29952
75-84	Active	0	1	3	3	0	19	17201	0	6	0	17233
	Suspd ¹	0	1	0	3	0	9	819	0	0	15	847
	Subtotal	0	2	3	6	0	28	18020	0	6	15	18080
85+	Active	0	0	0	0	0	4	2945	0	0	0	2949
	Suspd ¹	0	0	0	0	0	7	1080	0	0	9	1096
	Subtotal	0	0	0	0	0	11	4025	0	0	9	4045
Total	Active	1335	1616	305	4479	1	3349	323651	6885	11587	0	353208
	Suspd ¹	13	11	3	37	0	106	4419	50	86	312	5037
	Grand Total	1348	1627	308	4516	1	3455	328070	6935	11673	312	358245

¹Suspd = Suspended²Other = Unlicensed driver assigned a licence number.

Among females, the 45-54 age group accounted for the highest number of active drivers. However, only 0.9% of drivers in that age group were suspended versus 1.4% of drivers of all ages. Drivers aged 75 and older accounted for 38.6% of suspended drivers. Their comparatively higher percentage of suspensions is primarily due to the higher rates of indefinite suspension for medical reasons.

Class 6 Active Licensed Drivers
by Age Group, Sex and Driver Status

Age Group	Sex	Active Drivers	%
16-17	M	114	0.2
	F	5	0.1
	Total	119	0.2
18-19	M	314	0.6
	F	30	0.5
	Total	344	0.6
20-24	M	1857	3.7
	F	241	4.1
	Total	2098	3.8
25-34	M	5157	10.4
	F	739	12.4
	Total	5896	10.6
35-44	M	11756	23.6
	F	1449	24.4
	Total	13205	23.6
45-54	M	18879	37.8
	F	2307	38.9
	Total	21186	37.9
55-64	M	9345	18.7
	F	958	16.1
	Total	10303	18.5
65-74	M	1842	3.7
	F	151	2.5
	Total	1993	3.6
75-84	M	579	1.2
	F	53	0.9
	Total	632	1.1
85+	M	66	0.1
	F	5	0.1
	Total	71	0.1
All Ages	M	49909	100.0
	F	5938	100.0
	Total	55847	100.0

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future.

The largest percentage of male motorcyclists occurs in the 45-54 (37.8%) and 35-44 (23.6%) age groups. The situation is similar for female motorcyclists with those aged 45-54 accounting for 38.9% and those aged 35-44 for 24.4%.

Note: The vast majority of Class 6 licence holders also possess Class 1 to 5 licences and have been included in the previous Class 1 to 5 totals.

**Total Class 6 Active Licensed Drivers
by Year and Driver Status
1997 - 2006**

Licensing Year	Active Drivers
1997	46184
1998	46448
1999	46993
2000	46931
2001	46784
2002	46905
2003	50914
2004	67207
2005	53126
2006	55847
% Change 1997-2006	20.9

The number of motorcyclists increased by 20.9% between 1997 and 2006, from 46,184 to 55,847.

Manitoba Class 6 Driver's Licence Stages

6/A - Learner drivers who are not in Graduated Driver Licensing

6/F - Full Class 6 licence

6/I - Intermediate Stage under Graduated Driver Licensing

6/L - Learner Stage under Graduated Driver Licensing

6/M - Licence received after passing written test, entitling holder to take the Motorcycle Training Course

**Class 6 Active Licensed Drivers
by Licence Class, Driver Status and Sex**

Licence Class	Active Drivers			
	Male	Female	Total	%
6/A	1828	307	2135	3.8
6/F	44140	4432	48572	87.0
6/I	6	0	6	-.
6/L	3065	946	4011	7.2
6/M	870	253	1123	2.0
Total	49909	5938	55847	100.0

Full Class 6 licence holders accounted for 87.0% of all Manitoba-licensed motorcyclists and learners under the Graduated Driver Licensing program for 7.2%.

**Active Class 6 Male Drivers
by Age Group and Licence Class**

Age Group	Licence Class					Total	% of Total
	6/A	6/F	6/I	6/L	6/M		
16-17	0	3	5	87	19	114	0.2
18-19	0	57	1	168	88	314	0.6
20-24	176	522	0	836	323	1857	3.7
25-34	771	3150	0	965	271	5157	10.4
35-44	532	10641	0	491	92	11756	23.6
45-54	243	18243	0	336	57	18879	37.8
55-64	80	9102	0	152	11	9345	18.7
65-74	20	1787	0	27	8	1842	3.7
75-84	5	570	0	3	1	579	1.2
85>	1	65	0	0	0	66	0.1
Total	1828	44140	6	3065	870	49909	100.0

The highest number of male learners under Graduated Driver Licensing (GDL) appears in the 25-34 (965 or 31.5%) age group and among those aged 20-24 (836 or 27.3%). Those who still have learner licences predating GDL (i.e., 6/A) tend to be older, with 90.4% over 24 versus 64.4% of those with learner licences acquired under GDL.

**Active Class 6 Female Drivers
by Age Group and Licence Class**

Age Group	Licence Class					Total	% of Total
	6/A	6/F	6/I	6/L	6/M		
16-17	0	0	0	4	1	5	0.1
18-19	0	2	0	21	7	30	0.5
20-24	10	46	0	136	49	241	4.1
25-34	95	281	0	285	78	739	12.4
35-44	114	1000	0	275	60	1449	24.4
45-54	68	1995	0	202	42	2307	38.9
55-64	17	903	0	23	15	958	16.1
65-74	2	148	0	0	1	151	2.5
75-84	1	52	0	0	0	53	0.9
85>	0	5	0	0	0	5	0.1
Total	307	4432	0	946	253	5938	100.0

The highest number of female learners under Graduated Driver Licensing (GDL) appears in the 25-34 age group (285 or 30.1%) and among those aged 35-44 (275 or 29.1%). Females older than 24 accounted for 83.0% of those whose learner licences were acquired under GDL and 96.7% of those whose learner licences predate GDL.

Section 3

Vehicle Registrations





INTRODUCTION TO SECTION 3

Section 3 deals with the number of vehicle registration transactions by non-commercial and commercial vehicle class. For the definition of these motor vehicle classes listed in this section refer to the glossary.

The vehicle registration summary table represents the period of 2001 to 2006. The vehicle registration reporting *excludes* lapsed, cancelled and suspended vehicle registrations and *includes* transfers and short term policies.

By Non-Commercial Vehicle Class 2006

Vehicle Class	Net Total	%
Passenger	548,320	66.6
Antique	67	-.-
Motorcycle/Moped	8,493	1.0
Truck	125,203	15.2
Farm Truck	41,520	5.1
Snow Vehicle	17	-.-
Trailer	99,185	12.1
Tractor (Other than Farm-type)	64	-.-
Total Vehicles Registered	822,869	100.0
Snowmobiles (Recreational)		
Snowmobiles	41,843	

The figure for motorcycles is net – the count of all motorcycle registrations minus the number of cancellations.

By Commercial Vehicle Class 2006

Vehicle Class ¹	Net Total	%
Commercial Truck	18,292	24.4
Public Service Vehicle Truck	9,238	12.3
Dealer and Repairer	4,555	6.1
Taxi/Livery/Limousine	919	1.2
Public Service Vehicle Bus	100	0.1
Commercial Trailer	41,860	55.8
Public Service Vehicle Trailer	51	0.1
Total Vehicles Registered	75,015	100.0

¹For definition of these motor vehicle classes refer to the glossary.

Vehicle Registrations Summary 2001 – 2006

Registration Class	2001	2002	2003	2004	2005	2006	% Change 2005-2006
Non-Commercial Vehicle Class							
Passenger	511,300	520,200	530,665	537,561	541,706	548,320	1.2
Antique	73	75	62	58	65	67	²
Motorcycle/Moped	5,694	6,361	7,070	7,061	7,588	8,493	11.9
Truck	116,702	117,875	119,386	121,659	122,619	125,203	2.1
Farm Truck	46,263	45,651	44,702	43,995	42,274	41,520	-1.8
Snow Vehicle	22	23	21	19	18	17	²
Trailer	76,633	77,544	81,062	86,559	91,732	99,185	8.1
Tractor (non-farm)	80	83	79	67	64	64	²
Subtotal	756,767	767,812	783,047	796,979	806,066	822,869	2.1
Commercial Vehicle Class							
Truck	16,372	16,473	17,108	17,479	17,730	18,292	3.2
PSV – Truck	5,686	6,163	6,771	8,120	8,602	9,238	7.4
Dealer/Repairer	5,015	4,953	4,511	4,518	4,510	4,555	1.0
Taxi/Livery	840	823	841	830	832	919	10.5
PSV-Bus	71	73	73	88	95	100	²
Trailers ¹	34,017	31,984	32,572	34,021	37,088	41,860	12.9
PSV-Trailers	35	47	51	45	44	51	²
Subtotal	62,036	60,516	61,927	65,101	68,901	75,015	8.9
Total Registrations	818,803	828,328	844,974	862,080	874,967	897,884	2.6
Snowmobiles							
Total	29,288	30,918	34,149	36,154	38,737	41,843	8.0
Off-Road Vehicle Dealer Plates							
Total	238	229	247	245	230	236	2.6

¹Commercial trailers include semi-trailers.

²Numbers too low to permit valid comparison

Total vehicle registration transactions (excluding snowmobiles) increased by 2.6.2% between 2001 and 2006, from 874,967 to 897,884. Non-commercial vehicle registration transactions rose by 2.1%, from 806,066 to 822,869 while commercial vehicle registrations increased by 8.9%, from 68,901 to 70,015.

Section 4

Traffic Collisions





INTRODUCTION TO SECTION 4

This section begins with a 10-year summary highlighting the four key elements of traffic collisions:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved in the collisions; and
- the number of drivers involved.

Crashes are defined by three accident severity types: fatal, injury and property damage. A fatal traffic accident is a crash where an injured victim dies within 30 days. A motor vehicle collision resulting in injury but not death is an injury collision. Property damage crashes in excess of \$1,000 combined damage must also be reported to a law enforcement agency.

The elements examined in this section include:

- month, day, time of crash;
- environmental (weather, road surface); and
- provincial locations (cities/towns).

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

The term, "collision type", refers to the object struck by a motor vehicle (for example, a pedestrian, another motor vehicle, or a fixed object) or to what happened to the vehicle in a single-vehicle mishap (for example, overturned, ran off road). The term, "collision severity", refers to fatal, injury, and property damage collisions.

Urban and rural locations are identified to indicate significant regional variations in collision severity and collision type.

"Accident configuration" briefly describes the action taken by a vehicle immediately prior to the collision.

Traffic Collisions
Ten Year Summary
1997- 2006

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Total Collisions	27133	27124	28667	30973	30999	31983	34933	35382	33268	31796
Fatal	101	109	99	92	82	99	98	90	88	104
Injury	6698	6879	6959	6931	6656	6953	7312	6939	6512	6518
Property Damage	20334	20136	21609	23950	24261	24931	27523	28353	26668	25174
Total Victims	9267	9652	9810	9596	9096	9642	9886	9418	8792	8849
Killed	119	121	113	111	94	109	104	99	113	119
Injured	9148	9531	9697	9485	9002	9533	9782	9319	8679	8730
Total Vehicles Involved	45959	46005	48457	52810	51123	52829	57589	57952	54528	51728
Fatal	147	170	157	140	138	156	150	131	135	151
Injury	11955	12371	12543	12362	11770	12384	12827	12260	11544	11343
Property Damage	33857	33464	35757	40308	39215	40289	44612	45561	42849	40234
Total Drivers Involved	42324	42578	44862	48859	46324	48082	52693	52701	49059	46480
Fatal	142	164	151	136	127	149	146	127	126	145
Injury	11487	11908	12096	11943	11377	11957	12321	11815	11095	10856
Property Damage	30695	30506	32615	36780	34820	35976	40226	40759	37838	35479

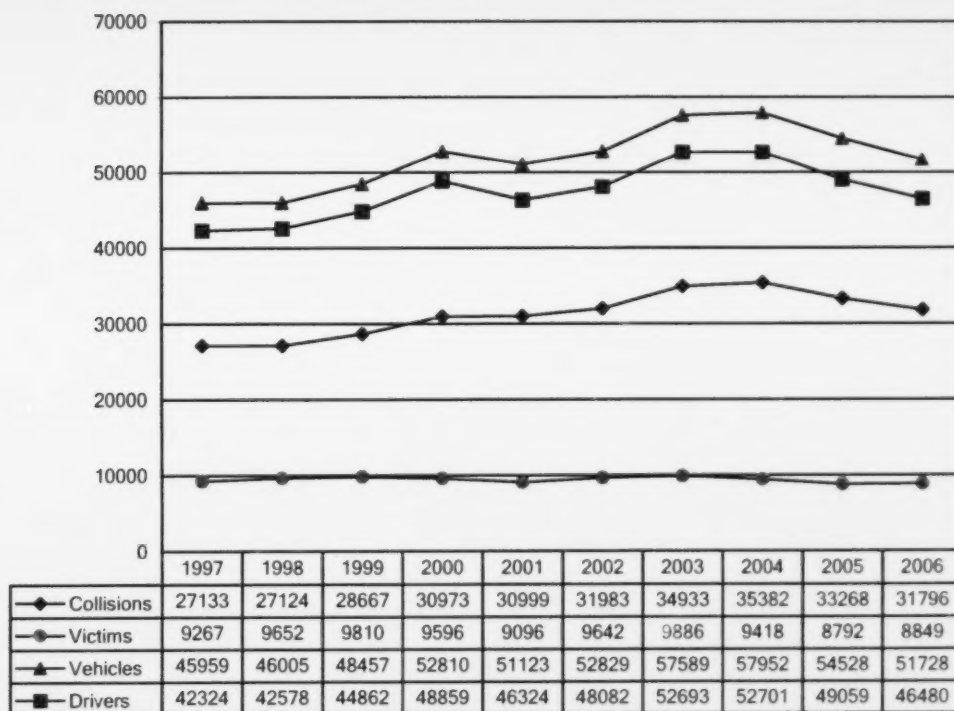
Total accidents decreased by 4.4%, from 33,268 in 2005 to 31,796 in 2006. There were 104 fatal accidents in 2006 up from 88 in 2005, an 18.2% increase. Injury collisions (6,512 to 6,518) increased by 0.1%. Property damage collisions decreased by 5.6%, 26,668 to 25,174.

The overall number of collision victims increased by 0.6% from 8,792 in 2005 to 8,849 in 2006. The number of victims killed increased by 5.3% from 113 to 119. Victims injured increased by 0.6%, from 8,679 in 2005 to 8,730 in 2006.

There were a total of 51,728 vehicles involved in traffic collisions in 2006, 5.1% less than the 54,528 recorded in 2005. The number of vehicles involved in fatal traffic collisions increased by 11.8% (135 to 151). Vehicles involved in injury collisions decreased by 1.7%, from 11,544 in 2005 to 11,343 in 2006. Property damage vehicle involvement decreased by 6.1% from 42,849 to 40,232.

The number of drivers involved in traffic collisions declined by 5.3%, from 49,059 in 2005 to 46,480 in 2006. The number of drivers involved in fatal collisions increased from 126 in 2005 to 145 in 2006. Drivers involved in injury collisions declined by 2.2%, from 11,095 to 10,856. Drivers involved in property damage collisions decreased by 6.2%, from 37,838 to 35,479.

Traffic Collisions
Ten Year Summary
1997 - 2006

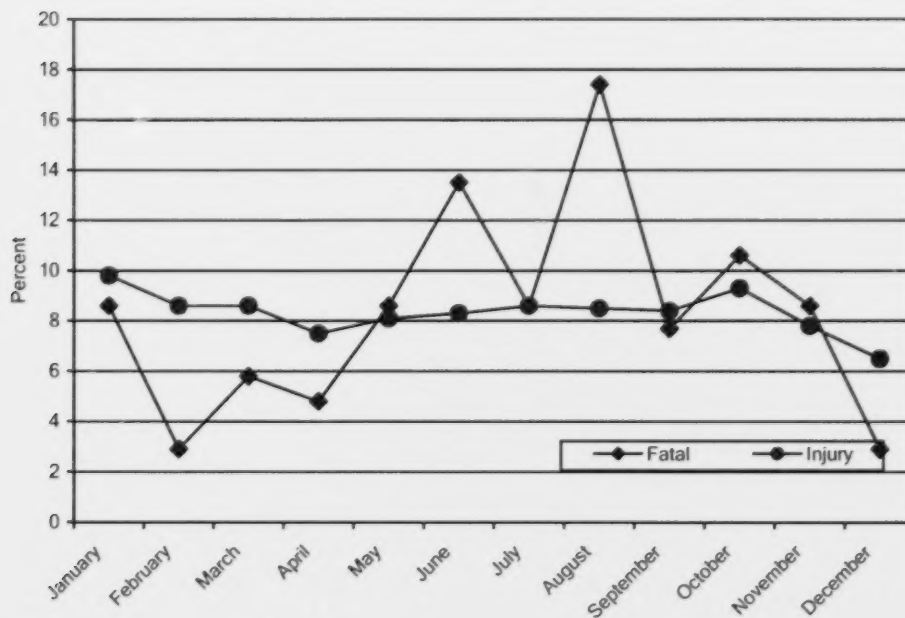


Traffic Collisions by Month of Occurrence and Collision Severity 2006

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	9	642	2489	3140	9.9
February	3	560	2267	2830	8.9
March	6	558	2289	2853	9.0
April	5	491	1649	2145	6.7
May	9	528	1774	2311	7.3
June	14	544	1944	2502	7.9
July	9	558	1827	2394	7.5
August	18	553	1695	2266	7.1
September	8	545	2082	2635	8.3
October	11	605	2399	3015	9.5
November	9	511	2620	3140	9.9
December	3	423	2139	2565	8.0
Total	104	6518	25174	31796	100.0

January, October, and November accounted for 29.3% of the total collisions occurring in 2006. August had the highest number of fatal crashes (18), followed by June (14); January recorded the highest number of injury (642) and property damage (2,489) collisions.

Comparison of Fatal and Injury Collisions by Month of Occurrence 2006



Fatal collisions are 1.5 times more likely to occur in spring/summer than fall/winter (63 versus 41).

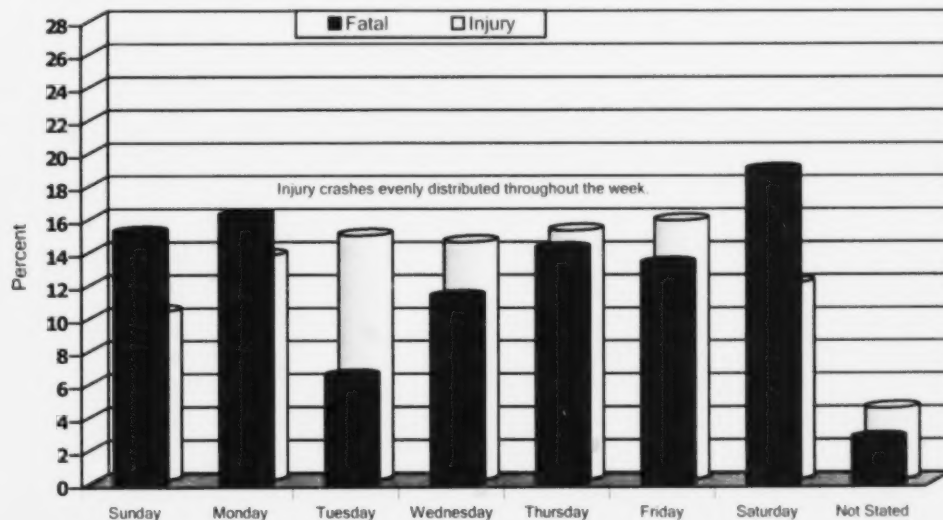
Traffic Collisions by Day of Occurrence and Collision Severity 2006

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	16	665	2551	3232	10.1
Monday	17	888	3227	4132	13.0
Tuesday	7	962	3373	4342	13.7
Wednesday	12	941	3281	4234	13.3
Thursday	15	982	3484	4481	14.1
Friday	14	1025	4364	5403	17.0
Saturday	20	774	3439	4233	13.3
Not Stated	3	281	1455	1739	5.5
Total	104	6518	25174	31796	100.0

Overall, more accidents occurred on Friday (17.0%) than on any other day of the week. *Fatal crashes* occurred most often *on weekends* while *injury collisions* occurred least often on weekends.

Collisions that resulted in deaths occurred more frequently on Saturdays (19.2%) and Mondays (16.5%). The lowest number of fatal collisions took place on Tuesdays (6.7%). Injury collisions happened most often on Fridays and Thursdays (15.7% and 15.1%), while these crashes occurred least often on Sundays (10.2%).

Fatal and Injury Collisions by Day of Occurrence 2006

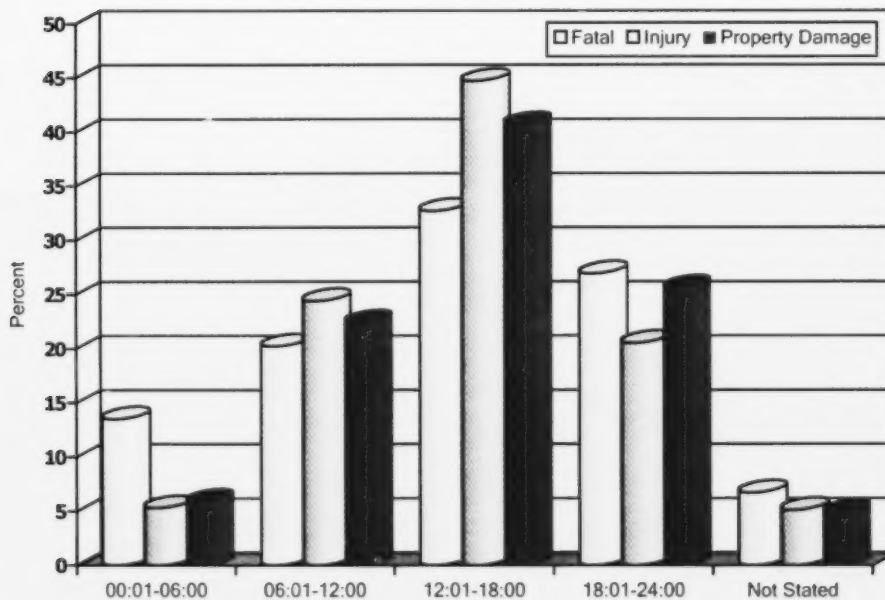


Traffic Collisions by Time of Occurrence and Collision Severity 2006

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 - 06:00	14	347	1510	1871	5.9
06:01 - 12:01	21	1589	5674	7284	22.9
12:01 - 18:00	34	2915	10268	13217	41.6
18:01 - 24:00	28	1334	6456	7818	24.6
Not Stated	7	333	1266	1606	5.0
Total	104	6518	25174	31796	100.0

The highest frequency of total traffic collisions during 2006 occurred between 12:01 - 18:00 hours at 41.6%. Fatal collisions occurred most often between 12:01 to 18:00 (32.7%) and 18:01 to 24:00 (26.9%).

Comparison of Traffic Collisions by Time of Occurrence 2006



Collision Type and Urban/Rural Location 2006

Collision Type	Location												
	Urban				Rural				Provincial Total				%
	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	
Pedestrian	11	474	7	492	3	10	1	14	14	484	8	506	1.6
Motor Vehicle	9	3937	17203	21149	31	374	702	1107	40	4311	17905	22256	70.0
Train	0	5	8	13	1	3	2	6	1	8	10	19	--
Motorcycle	1	68	37	106	1	33	11	45	2	101	48	151	0.5
Animal Drawn	0	0	1	1	0	0	1	1	0	0	2	2	--
Bicycle	1	305	34	340	1	5	0	6	2	310	34	346	1.1
Animal	0	16	247	263	0	129	3329	3458	0	145	3576	3721	11.7
Fixed Object	3	205	1540	1748	1	54	215	270	4	259	1755	2018	6.3
Other Object	1	39	200	240	2	31	130	163	3	70	330	403	1.3
Overturned	0	31	24	55	9	97	126	232	9	128	150	287	0.9
Ran Off Roadway	2	69	206	277	27	618	1048	1693	29	687	1254	1970	6.2
Other Non Collision	0	6	43	49	0	9	59	68	0	15	102	117	0.4
Total	28	5155	19550	24733	76	1363	5624	7063	104	6518	25174	31796	100.0

In urban areas, the primary collision type was "motor vehicle to motor vehicle" which accounted for 85.5% of total reportable crashes, while in rural areas, the primary collision type was "motor vehicle to animal" at 49.0%.

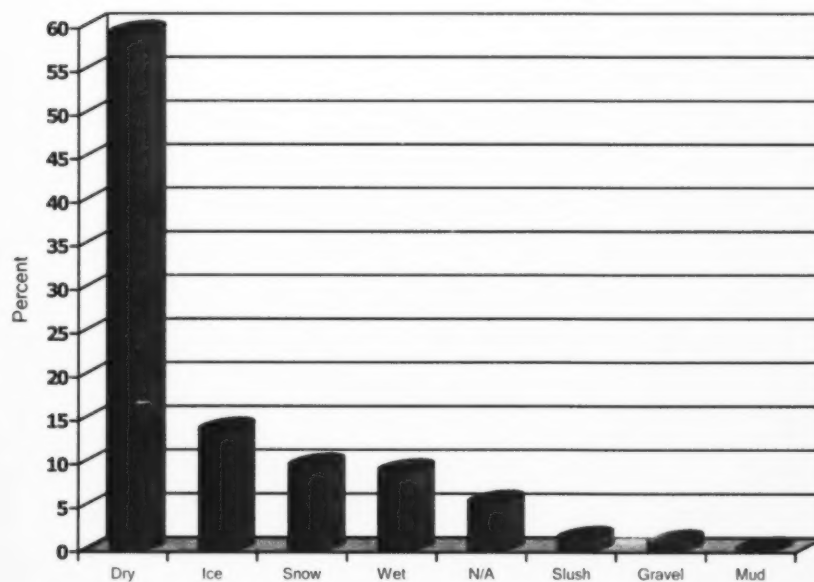
Fatal collisions were 2.7 times as likely to occur on rural roadways as in *urban areas* (76 versus 28). In urban areas, "pedestrian" and "motor vehicle" were the primary fatal collision types, whereas in rural areas, "motor vehicle" and "ran off roadway" were the most frequently identified fatal collision types.

Traffic Collisions by Road Surface Condition and Collision Severity 2006

Road Surface Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Dry	73	4048	14735	18856	59.3
Wet	7	714	2163	2884	9.1
Mud	1	4	59	64	0.2
Snow	10	465	2606	3081	9.7
Ice	12	818	3568	4398	13.8
Slush	0	101	354	455	1.4
Loose Sand/Gravel/Dirt	0	103	209	312	1.0
Fresh Oil	0	1	3	4	-.
Other	1	0	1	2	-.
Not Applicable	0	264	1467	1731	5.5
Unknown	0	0	9	9	-.
Total	104	6518	25174	31796	100.0

More than two thirds of traffic collisions resulting in fatalities (70.2%) and nearly two thirds resulting in personal injuries (62.1%) happened on "dry" roads. Ice, wet, slush, and snow-covered road surfaces accounted for 27.9% of fatal collisions, 32.2% of injury collisions, and 34.5% of property damage collisions.

Distribution of Total Collisions by Road Surface Condition 2006

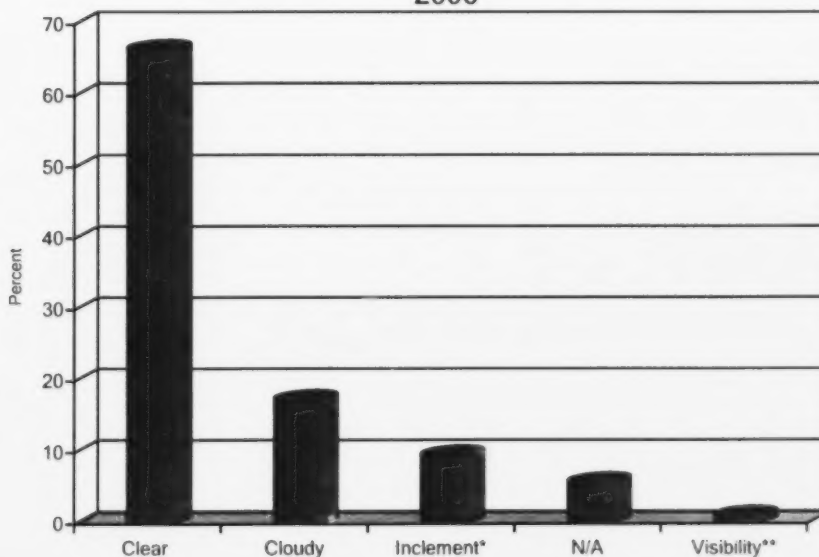


Traffic Collisions by Weather Condition and Collision Severity 2006

Weather Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Clear	60	4358	16659	21077	66.3
Cloudy	23	1187	4272	5482	17.2
Raining	4	227	800	1031	3.2
Snowing	7	319	1341	1667	5.2
Fog or Mist	4	54	227	285	0.9
Smoke or Dust	0	1	7	8	--
Freezing Rain/Sleet/Hail	0	42	107	149	0.5
Drifting Snow	3	40	122	165	0.5
Strong Winds	2	32	77	111	0.4
Not Applicable	1	255	1528	1784	5.6
Unknown	0	3	34	37	0.1
Total	104	6518	25174	31796	100.0

Approximately four out of five traffic crashes which resulted in casualties occurred in clear (clear/cloudy) weather conditions (79.8% for fatal; 85.1% for injury collisions). "Raining", "snowing/drifting snow" and "freezing rain/sleet/hail" accounted for 13.5% of fatal collisions, 9.6% of injury collisions, and 9.4% of property damage collisions.

Distribution of Total Collisions
by Weather Condition
2006



*Inclement weather includes raining, snowing, freezing rain/sleet/hail, drifting snow and strong winds.

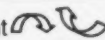
**Visibility weather conditions include fog/mist and smoke/dust.

Traffic Collisions by Provincial Location and Collision Severity
2006

Location	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Winnipeg	20	4352	13406	17778	55.9
Brandon	1	194	1295	1490	4.7
Portage la Prairie	0	55	370	425	1.3
Flin Flon	0	12	159	171	0.5
Dauphin	0	35	200	235	0.7
Thompson	0	37	370	407	1.3
The Pas	0	22	221	243	0.8
Selkirk	0	31	312	343	1.1
Other - Urban	7	417	3217	3641	11.5
Other - Rural	76	1363	5624	7063	22.2
Total	104	6518	25174	31796	100.0

Of the total traffic collisions, 55.9% occurred within the City of Winnipeg, while 22.2% of the total collisions occurred in rural areas. However, rural roadway collisions accounted for more than two thirds (73.1% or 76) of total fatal collisions.

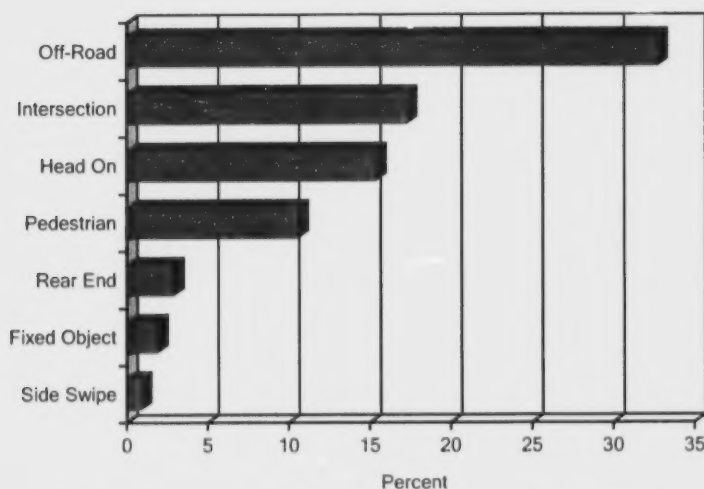
Accident Configuration and Collision Severity 2006

Configuration	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Rear End 	3	1890	4433	6326	19.9
Head On 	16	75	243	334	1.0
Side Swipe 	0	53	338	391	1.2
Side Swipe 	1	174	1375	1550	4.9
Overtaking 	0	65	405	470	1.5
Right Turn 	0	33	118	151	0.5
Right Turn 	0	32	85	117	0.4
Left Turn 	0	65	171	236	0.7
Left Turn 	0	32	184	216	0.7
Left Turn 	0	389	789	1178	3.7
Intersection 90° 	18	1085	2520	3623	11.4
Off-Road Right 	18	386	703	1107	3.5
Off-Road Left 	16	278	463	757	2.4
Fixed Object 	2	163	1216	1381	4.3
Parking 	0	29	2357	2386	7.5
Pedestrian	11	439	8	458	1.4
Other ¹	19	1330	9766	11115	35.0
Total	104	6518	25174	31796	100.0

¹ Primarily accidents involving more than one collision configuration

"Rear-end", "90° intersection" and "parking" configurations accounted for 38.8% of total crashes.

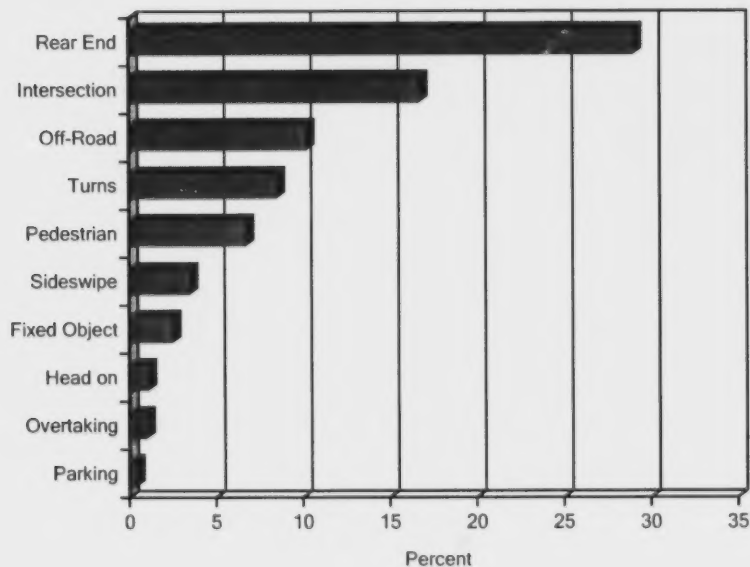
Distribution of Fatal Collisions¹ by Accident Configuration
2006



¹Excludes "other" category, defined as crashes with two or more vehicles involved or more than one accident configuration

Leading configurations resulting in death are "off-road" (32.7%), "intersection 90°" (17.3%), and "head on" (15.4%). "Off-road" refers to crashes where either a single vehicle entered the right ditch or crossed the road and entered the left ditch.

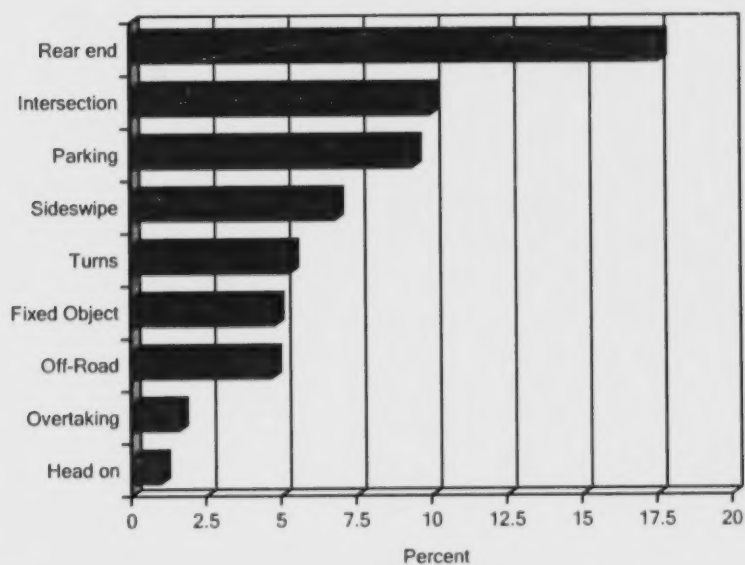
Distribution of Injury Collisions¹ by Accident Configuration
2006



¹Excludes "other" category, defined as crashes with two or more vehicles involved or more than one accident configuration

Injury collisions display different configuration patterns than fatal crashes (off-road ranks third in injury; 10.2% versus first in fatal at 32.7%). "Rear-end" collisions accounted for the largest percentage of injury crashes (29.0%), followed by "intersection 90°" (16.7%).

Distribution of Property Damage Collisions¹ by Accident Configuration
2006



¹Excludes "other" category, primarily defined as crashes with more than one accident configuration

The leading property damage configurations are "rear-end" (17.6%) and "intersection 90°" (10.0%).

Section 5

Collision Victims





INTRODUCTION TO SECTION 5

This section deals with victims killed and injured as a result of vehicle crashes. "Killed" refers to those individuals who die within 30 days of the crash.

There are four types of non-fatal injured victims:

- minimal - required no hospital treatment;
- minor - treated and released;
- major - victim was admitted to hospital; and
- non-specified injury.

The elements examined in this section include:

- month, day, time of crash;
- age group and gender;
- road user class;
- collision type and configuration; and
- safety equipment usage.

"Accident configuration" indicates the number of individuals killed and injured while the vehicles were involved in particular manoeuvres (such as turning left, approaching too close - rear end, side swipe) or approaches (such as intersection). The section also indicates the degree to which vehicle defects contributed to death or injury.

The final table of this section refers to safety equipment usage for all vehicle occupants involved in fatal collisions. At this time, no record is kept of the degree to which safety equipment prevented a vehicle user from becoming a victim since only victims are recorded.

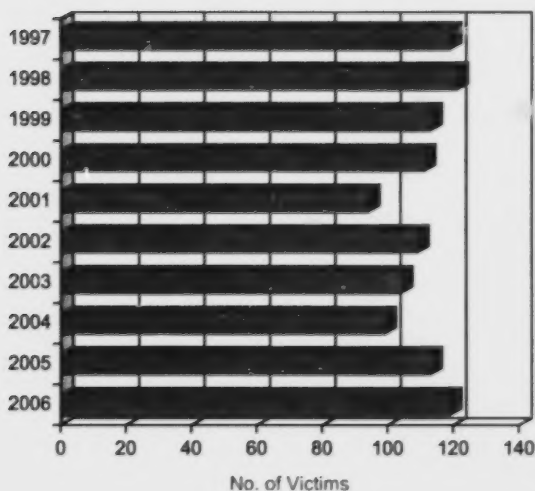
Collision Victims
Ten Year Summary
1997 – 2006

Year	Injury Type		Total
	Killed	Injured	
1997	119	9148	9267
1998	121	9531	9652
1999	113	9697	9810
2000	111	9485	9596
2001	94	9002	9096
2002	109	9533	9642
2003	104	9782	9886
2004	99	9319	9418
2005	113	8679	8792
2006	119	8730	8849

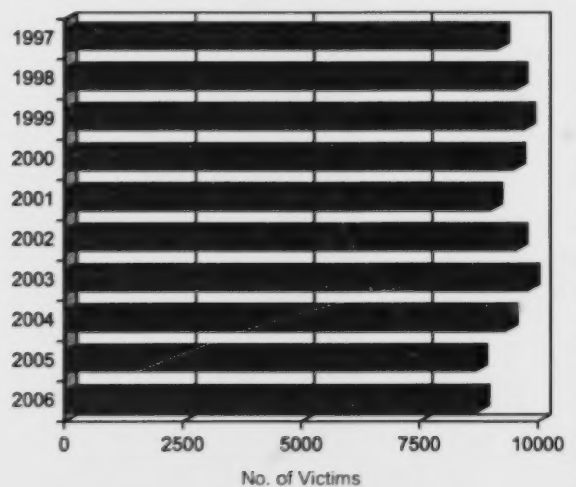
The total number of people killed and injured in traffic collisions increased by 0.6% between 2005 and 2006 (8,792 to 8,849). Fatalities rose from 113 to 119, an increase of 5.3%. Injured victims increased by 0.6% between 2005 and 2006 (8,679 to 8,730).

Comparison of Collision Victims
Ten Year Summary
1997 – 2006

Killed



Injured

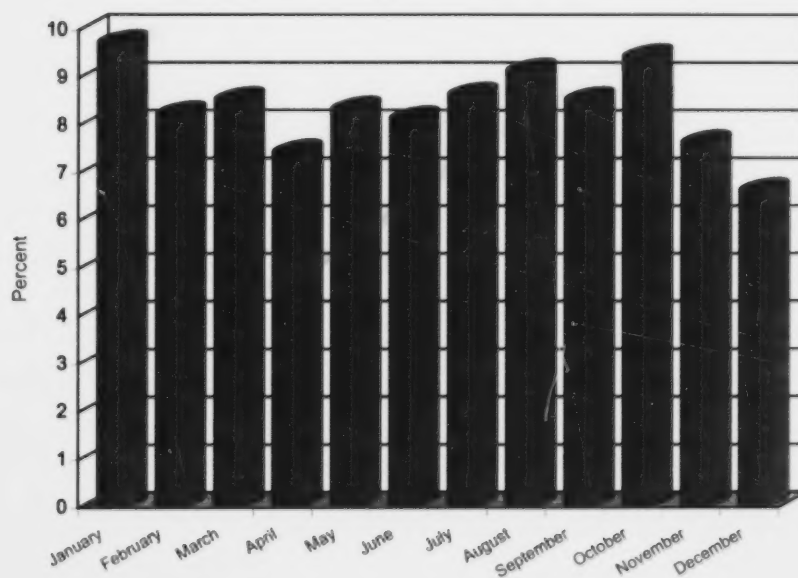


Collision Victims by Month of Occurrence and Injury Type 2006

Month	Injury Type		Total	%
	Killed	Injured		
January	9	849	858	9.7
February	3	719	722	8.2
March	7	746	753	8.5
April	6	654	660	7.4
May	11	725	736	8.3
June	15	699	714	8.1
July	12	753	765	8.6
August	19	786	805	9.1
September	8	744	752	8.5
October	13	816	829	9.4
November	11	661	672	7.6
December	5	578	583	6.6
Total	119	8730	8849	100.0

Death occurred most often in August (19 or 16.0%) and June (15 or 12.6%) while February recorded the least number of killed at 3 or 2.5%. The greatest number of non-fatal injuries occurred in January (849 or 9.7%), followed by October (816 or 9.3%).

Distribution of Total Collision Victims by Month of Occurrence 2006

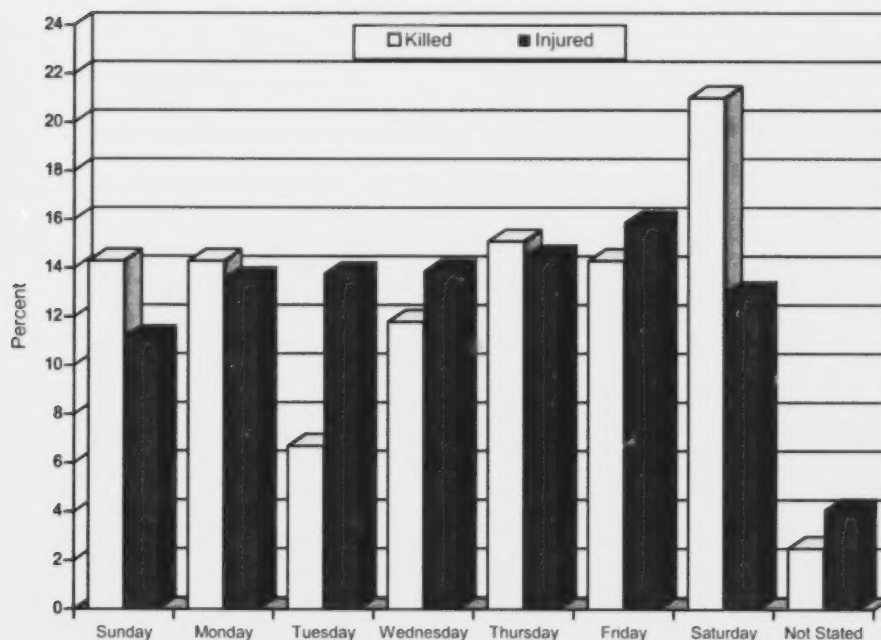


Collision Victims by Day of Occurrence and Injury Type 2006

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	17	977	994	11.2
Monday	17	1189	1206	13.6
Tuesday	8	1207	1215	13.8
Wednesday	14	1216	1230	13.9
Thursday	18	1264	1282	14.5
Friday	17	1383	1400	15.8
Saturday	25	1135	1160	13.1
Not Stated	3	359	362	4.1
Total	119	8730	8849	100.0

Fatalities peaked on Saturdays when 21.0% of the total fatalities occurred and were at their lowest on Tuesdays, at 6.7%. Injuries happened most often on Thursdays and Fridays (14.5% and 15.9% respectively), and least often on Sundays (11.2%).

Comparison of Collision Victims by Day of Occurrence 2006

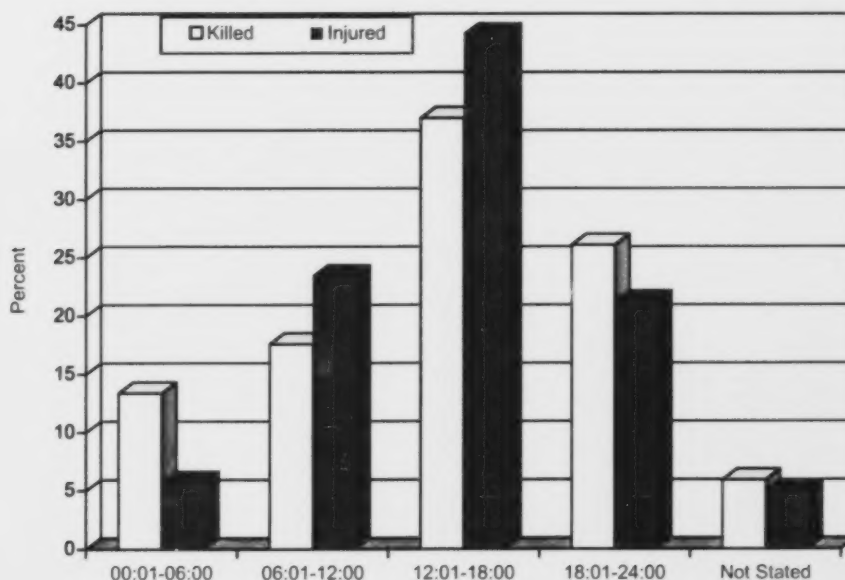


Collision Victims by Time of Occurrence and Injury Type 2006

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	16	510	526	5.9
06:01 - 12:00	21	2053	2074	23.5
12:01 - 18:00	44	3870	3914	44.2
18:01 - 24:00	31	1855	1886	21.3
Not Stated	7	442	449	5.1
Total	119	8730	8849	100.0

The highest incidence of casualties (44.2%) occurred within the time frame of 12:01 – 18:00 hours. Fatalities were more likely to occur between noon and midnight at 37.0% and 26.1% respectively, while injured victims were twice as likely to sustain an injury between early morning and early evening (06:01 – 18:00 hours).

Comparison of Collision Victims by Time of Occurrence 2006



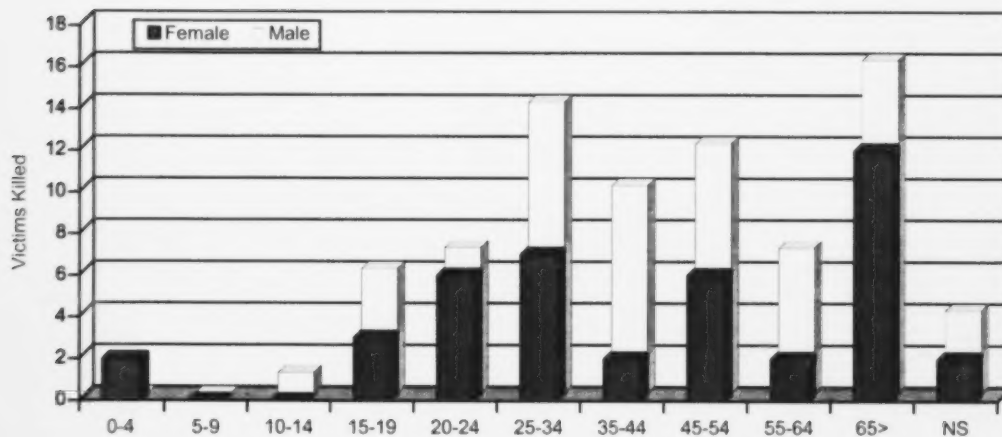
Collision Victims by Age Group, Injury Type, and Sex 2006

Age Group	Injury Type								Grand Total	Victims/ 1,000 Population
	Killed				Injured					
	Male	Female	N.S. ²	Total	Male	Female	N.S. ²	Total		
0-4	0	2	0	2	56	33	0	89	91	1.3
5-9	0	0	0	0	91	71	0	162	162	2.1
10-14	1	0	0	1	138	117	0	255	256	3.0
15-19	6	3	0	9	433	548	0	981	990	11.7
20-24	7	6	0	13	402	494	0	896	909	11.4
25-34	14	7	0	21	513	663	0	1176	1197	7.9
35-44	10	2	0	12	563	698	0	1261	1273	7.4
45-54	12	6	0	18	479	600	0	1079	1097	6.4
55-64	7	2	0	9	287	389	0	676	685	5.6
65 >	16	12	0	28	248	298	0	546	574	3.6
N.S. ²	4	2	0	6	767	841	1	1609	1615	
Total	77	42	0	119	3977	4752	1	8730	8849	7.5

¹Based on Manitoba Health Population Report, June 1, 2005.

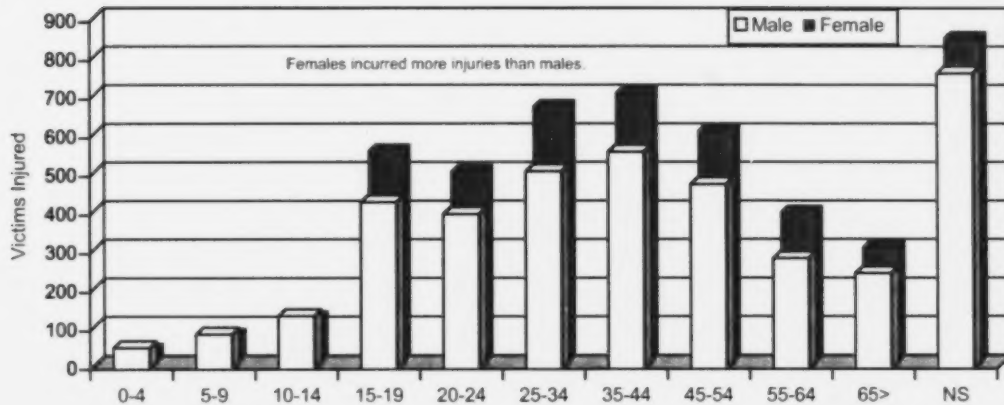
²Not stated.

Comparison of Collision Victims Killed by Age Group and Sex



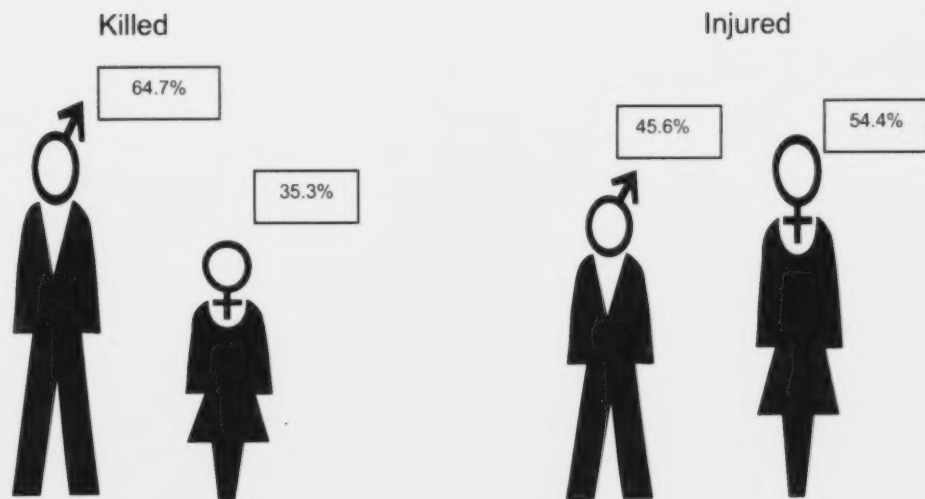
Male victims made up 64.7% (77) of all fatally injured victims, while females constituted 35.3% (42). Among male age groups, those aged 65+ incurred the largest number of fatalities (16 or 20.8%). Among females, the age groups with the highest number killed were also over 64 years of age (12 or 28.6%).

Comparison of Collision Victims Injured by Age Group and Sex 2006



The number of female victims injured in all age groups is greater than the number of male victims for age groups older than 14. Of all injured victims, 54.4% were female and 45.6% were male.

Comparison of Total Collision Victims by Injury Type and Sex 2006



Males are more likely to be fatally injured in collisions than are females.

Total Collision Victims Killed
by Road User Class and Age Group
2006

Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65+	NS ¹		
Driver	0	0	6	6	12	7	11	7	16	2	67	56.3
Passenger	2	0	3	4	7	2	5	1	8	2	34	28.6
Pedestrian	0	1	0	2	2	2	1	0	4	2	14	11.7
Bicyclist	0	0	0	1	0	0	1	0	0	0	2	1.7
Motorcyclist ²	0	0	0	0	0	1	0	1	0	0	2	1.7
Total	2	1	9	13	21	12	18	9	28	6	119	100.0

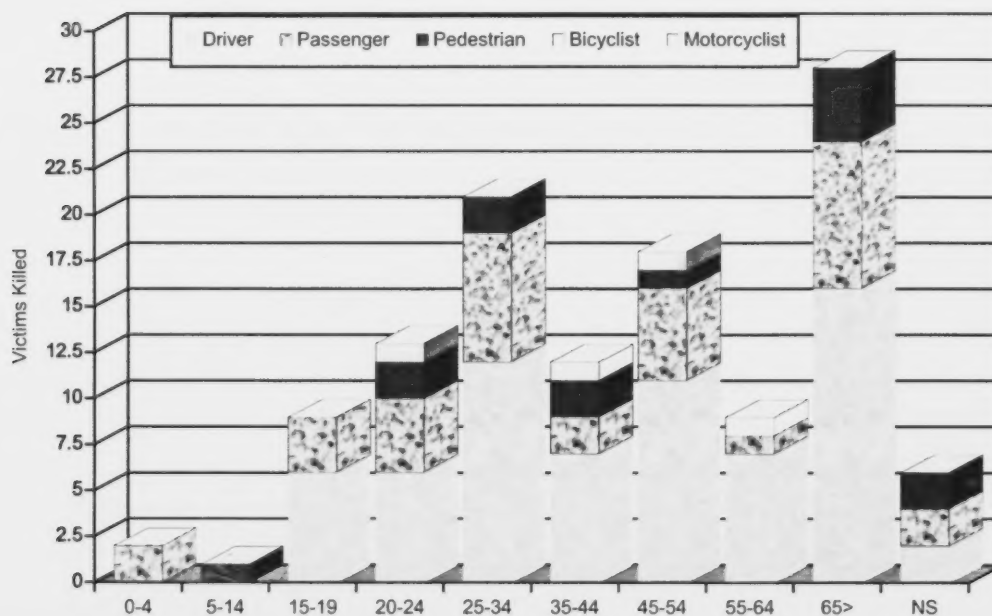
¹Not stated, age group unknown.

²Includes passengers.

Motor vehicle drivers, excluding motorcyclists, accounted for 56.3% of the persons killed in traffic collisions, while passengers accounted for 28.6%. The remaining road users were distributed as follows: pedestrians 11.7%, motorcyclists (who include both drivers and passengers) 1.7%, and bicyclists 1.7%.

The 65+ age group incurred the highest number of fatalities at 28 (23.5%).

Comparison of Collision Victims Killed
by Road User Class and Age Group
2006



Total Collision Victims Injured
by Road User Class and Age Group
2006

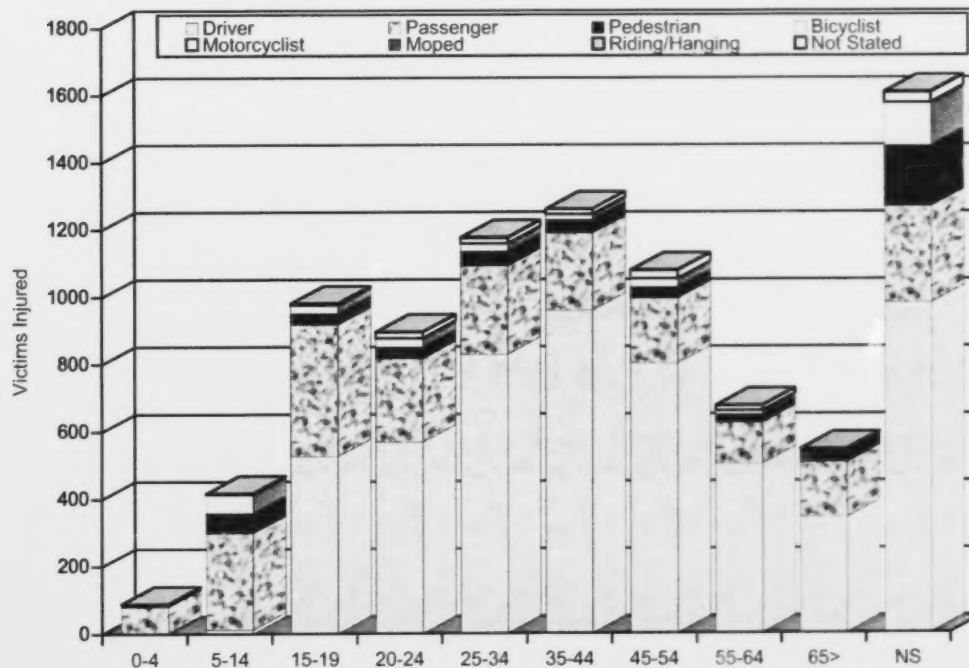
Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS ¹		
Driver	2	12	526	568	828	959	801	502	343	981	5522	63.2
Passenger	78	286	391	248	263	229	193	122	163	286	2259	25.9
Pedestrian	7	61	35	35	45	42	34	25	40	181	505	5.8
Bicyclist	1	55	24	26	22	15	25	11	0	128	307	3.5
Motorcyclist ²	1	3	5	18	17	16	24	15	0	30	129	1.5
Riding/Hanging	0	0	0	0	0	0	0	0	0	2	2	0.0
Moped	0	0	0	1	1	0	2	1	0	0	5	0.1
Not Stated	0	0	0	0	0	0	0	0	0	1	1	0.0
Total	89	417	981	896	1176	1261	1079	676	546	1609	8730	100.0

¹Not stated, age group unknown.

²Includes passengers.

Motor vehicle drivers and passengers accounted for 89.1% of road users injured. The remaining injured road users were distributed as follows: pedestrians 5.8%, bicyclists 3.5%, motorcyclists 1.5% and moped users 0.1%. The 35-44 age group accounted for 14.4% of road users injured, followed by the 25-34 age group, at 13.5%.

Comparison of Collision Victims Injured
by Road User Class and Age Group
2006

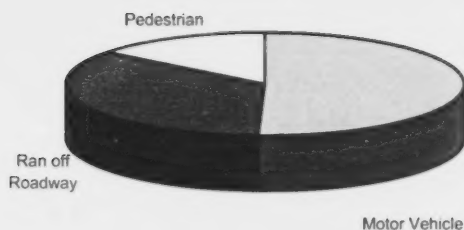


Total Collision Victims
By Collision and Injury Type
2006

Collision Type	Injury Type		Total	%
	Killed	Injured		
Pedestrian	14	516	530	6.0
Motor Vehicle	49	5968	6017	68.0
Train	1	10	11	0.1
Motorcycle	2	111	113	1.3
Bicycle	2	317	319	3.6
Animal	0	189	189	2.1
Fixed Object	5	302	307	3.5
Other Object	3	92	95	1.1
Overturned	9	211	220	2.5
Ran Off Roadway	34	998	1032	11.6
Other Non-Collision	0	16	16	0.2
Total	119	8730	8849	100.0

Of the total collision victims (49 or 41.2%) were killed and (5968 or 68.4%) were injured in "motor vehicle to motor vehicle" collisions. A further 11.6% of all casualties were involved in "ran off roadway" collisions, followed by "pedestrian" collisions at 6.0%.

Distribution of Top Three Collision Types
by Injury Type
2006

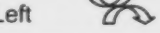
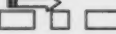


Killed



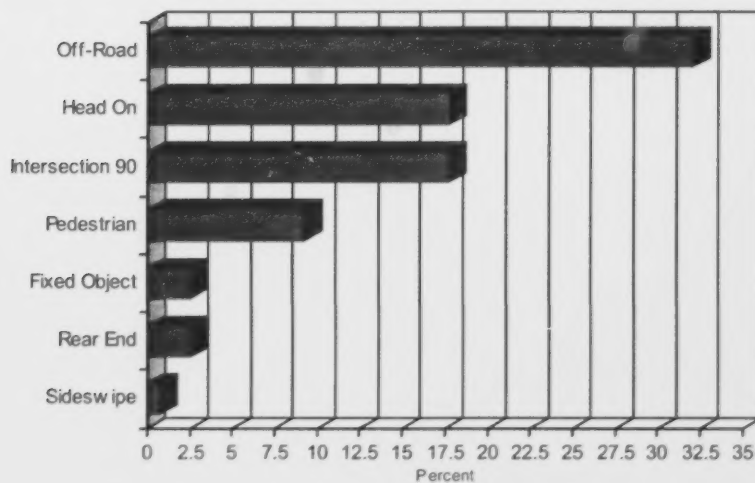
Injured

Total Collision Victims
By Accident Configuration and Injury Type
2006

Configuration	Injury Type		Total	%
	Killed	Injured		
Rear End 	3	2473	2476	28.0
Head On 	21	162	183	2.1
Side Swipe 	0	81	81	0.9
Side Swipe 	1	217	218	2.5
Overtaking 	0	93	93	1.0
Right Turn 	0	48	48	0.5
Right Turn 	0	42	42	0.5
Left Turn 	0	86	86	1.0
Left Turn 	0	41	41	0.4
Left Turn 	0	537	537	6.1
Intersection 90° 	21	1524	1545	17.5
Off-Road Right 	21	569	590	6.7
Off-Road Left 	17	408	425	4.8
Fixed Object 	3	180	183	2.1
Parking 	0	29	29	0.3
Pedestrian	11	462	473	5.3
Other ¹	21	1778	1799	20.3
Total	119	8730	8849	100.0

¹Accidents with more than two vehicles involved or more than one configuration noted.

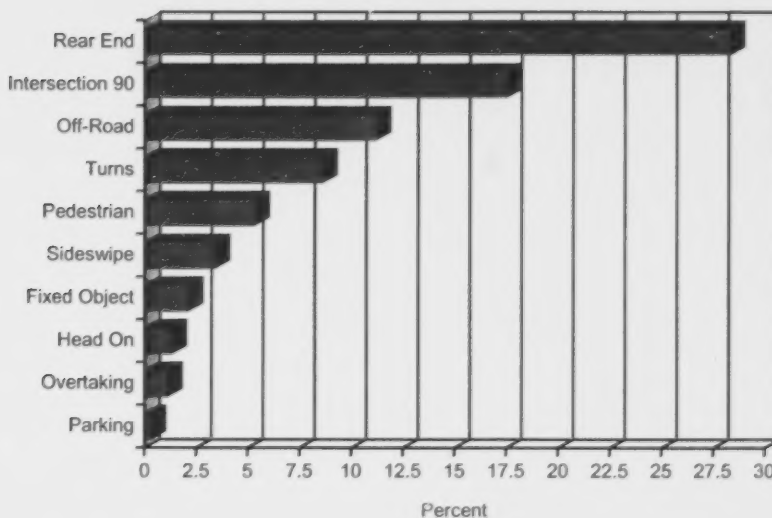
Distribution of Collision Victims Killed by Accident Configuration* 2006



*Other category not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Most fatalities occurred in "off-road, left and right", "head-on" and "intersection 90°" accident configurations. "Off-road, right or left" configuration involves a single vehicle entering the right-hand ditch or a vehicle crossing the road and entering the left-hand ditch. Injury severity may be higher in these "off-road" collisions due to vehicle rollover.

Distribution of Collision Victims Injured by Accident Configuration* 2006



*Other category not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Injuries occurred most often in "rear-end" (28.3%) and "intersection 90°" (17.5%) accident configurations and least often in "parking" configurations.

Fatal Collision Victims
By Vehicle Defect and Injury Type
2006

Vehicle Defect	Injury Type		Total	%
	Killed	Injured		
No Apparent Defect	43	4379	4422	50.0
Defective Brakes	1	17	18	0.2
Defective Steering	0	4	4	0.1
Defective Headlights	1	1	2	-.-
Defective Brake Lights	0	1	1	-.-
Defective Lighting (Unspecified)	0	4	4	0.1
Defective Engine Control/Drive Train	0	1	1	-.-
Defective Suspension/Wheels	0	12	12	0.2
Defective Tires	0	34	34	0.4
Defective Tow Hitch/Yoke	0	2	2	-.-
Defective Exhaust System	0	0	0	0.0
Hood/Tailgate/Door/Covering Opened	0	1	1	-.-
Defective Glazing (Obscured Windows)	0	1	1	-.-
Vehicle Modifications	0	1	1	-.-
Fire	0	1	1	-.-
Overloaded/Oversized	0	2	2	-.-
Load Shifted/Spilled	0	2	2	-.-
Jack-Knife/Trailer Swing	0	1	1	-.-
Hydroplaning of Tires	0	2	2	-.-
Not Stated	74	4264	4338	49.0
Total	119	8730	8849	100.0

Vehicle defects were a factor in two fatalities in 2006. Faulty brakes was a factor in one death and defective headlights in another. Eighty-seven victims were injured in vehicles that had an apparent defect at the time of collision occurrence. The greatest number of casualties involved vehicles with "defective tires" (34) and "defective brakes" (18).

Total Collision Victims
By Provincial Location and Injury Type
2006

Location	Injury Type		Total	%
	Killed	Injured		
Winnipeg	21	5532	5553	62.7
Brandon	1	236	237	2.7
Portage la Prairie	0	80	80	0.9
Flin Flon	0	17	17	0.2
Dauphin	0	43	43	0.5
Thompson	0	46	46	0.5
The Pas	0	28	28	0.3
Selkirk	0	42	42	0.5
Other Urban	8	539	547	6.2
Rural	89	2167	2256	25.5
Total	119	8730	8849	100.0

Traffic accidents within the City of Winnipeg accounted for 62.7% (5553) of the total collision victims. Other urban communities accounted for 11.8% (1040) of the total collision victims and rural areas 25.5% (2256). Rural areas accounted for 74.8% (89) of all fatally injured collision victims. Much higher speeds on rural roadways (90 to 100 km/h) versus urban areas (50 to 60 km/h) may partly account for the 3 to 1 ratio between rural and urban fatalities.

Safety Equipment and Ejection
 Fatal Vehicle Occupant Victims¹
 2006

Safety Equipment	Victims	%	Ejected	Partially Ejected
Lap Belt Installed – In Use	0	0.0		
Lap Belt Installed – Not In Use	2	2.1	1	
Shoulder Belt Installed – In Use	4	4.2	1	
Shoulder Belt Installed – Not In Use	5	5.2	1	1
Lap/Shoulder Belt Assembly – In Use	35	36.5	2	1
Combined Belt Assembly Installed – Not in Use	33	34.4	22	
Lap Part Only in Use	1	1.0		
Air Bag Deployed/Safety Belt In Use	3	3.1		
Air Bag Deployed/Safety Belt Not In Use	2	2.1	1	
Safety Seat Properly Installed - In Use	1	1.0		
Safety Seat Installed – Not in Use	1	1.0		
Unknown	9	9.4	2	
Total	96	100.0	31	2

¹Fatal vehicle occupant victim category excludes pedestrians, motorcyclists, bicyclists, and non-occupants.

Of the total fatal vehicle occupant victims, 41 or 42.7% were known not to be wearing a safety device at time of collision occurrence. Of these 41 victims, 24 (58.5%) were ejected from the vehicle. Of the 87 victims whose seatbelt usage was known, 29 (33.3%) were ejected from the vehicle.

Section 6

Pedestrian Victims





INTRODUCTION TO SECTION 6

This section deals with pedestrians killed and injured in traffic collisions. Month, hour and day occurrences are examined. Attention is focused on the age of the pedestrian and the most frequently reported actions prior to being struck.

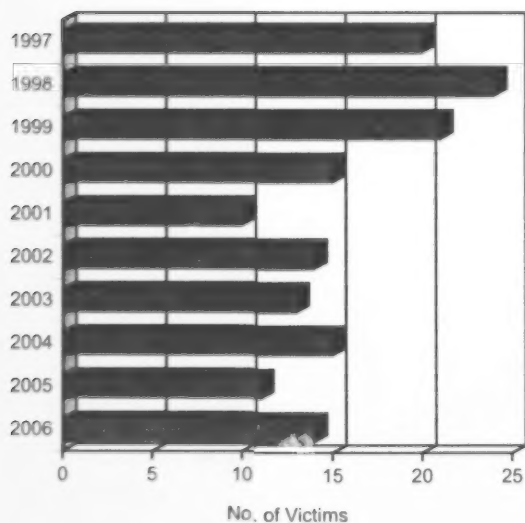
Pedestrian Victims in Traffic Collisions
Ten Year Summary
1997 – 2006

Year	Injury Type		Total
	Killed	Injured	
1997	20	481	501
1998	24	496	520
1999	21	504	525
2000	15	484	499
2001	10	460	470
2002	14	441	455
2003	13	511	524
2004	15	458	473
2005	11	434	445
2006	14	505	519

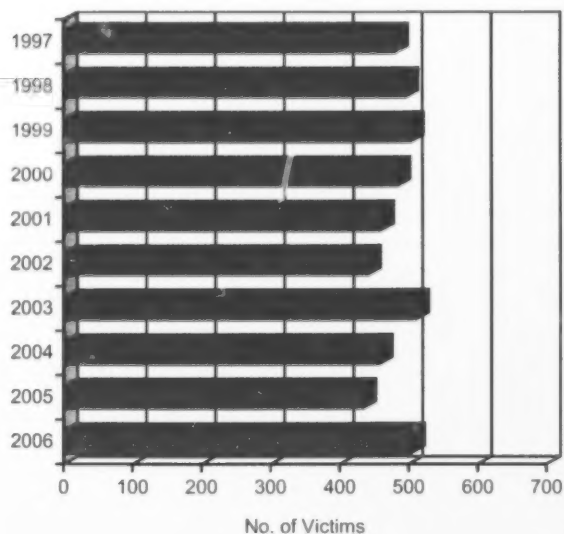
There were 505 pedestrians injured in traffic collisions in 2006, up 16.4% from 2005. The number of pedestrians killed increased from 11 in 2005 to 14 in 2006.

Comparison of Pedestrian Victims
1997 – 2006

Killed



Injured

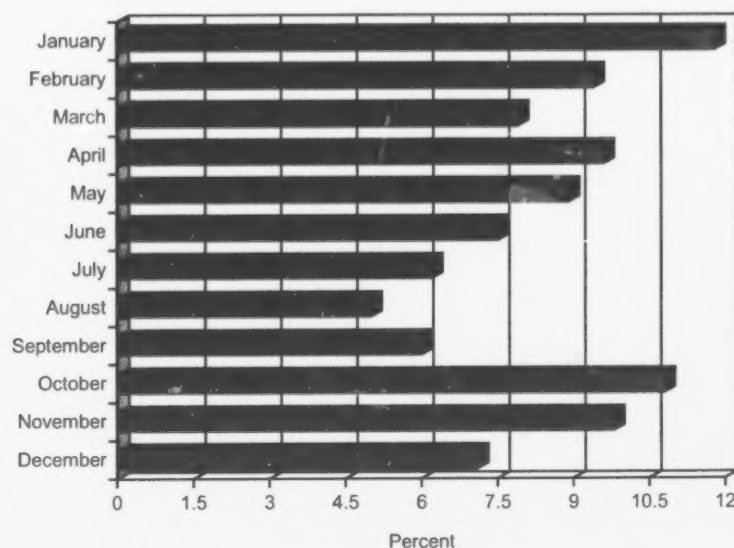


Total Pedestrian Victims
By Month of Occurrence and Injury Type
2006

Month	Injury Type		Total	%
	Killed	Injured		
January	2	59	61	11.8
February	1	48	49	9.4
March	1	40	41	7.9
April	0	50	50	9.6
May	1	45	46	8.9
June	2	37	39	7.5
July	0	32	32	6.2
August	2	24	26	5.0
September	1	30	31	6.0
October	2	54	56	10.8
November	2	49	51	9.8
December	0	37	37	7.1
Total	14	505	519	100.0

Two pedestrian fatalities were recorded in January, June, August and October. January and October accounted for the largest number of injured pedestrians.

Distribution of Total Pedestrian Victims
by Month of Occurrence
2006

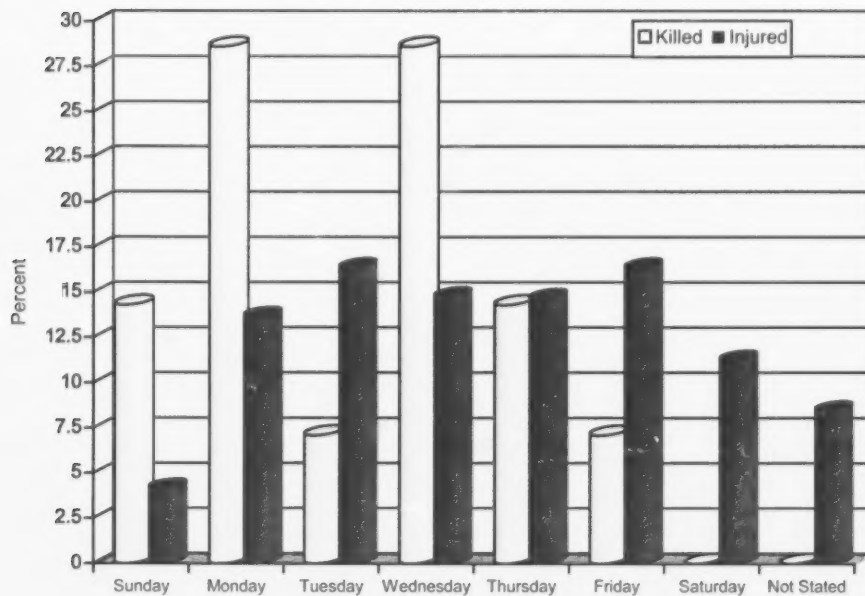


Total Pedestrian Victims
By Day of Occurrence and Injury Type
2006

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	2	21	23	4.4
Monday	4	69	73	14.1
Tuesday	1	83	84	16.2
Wednesday	4	75	79	15.2
Thursday	2	74	76	14.6
Friday	1	83	84	16.2
Saturday	0	57	57	11.0
Not Stated	0	43	43	8.3
Total	14	505	519	100.0

Mondays and Thursdays incurred the largest numbers of killed victims at 4 each (28.6%) in 2006. The highest numbers of injuries occurred on Tuesdays and Fridays (16.4% each). Sundays accounted for the lowest number of injured pedestrians (21 or 4.2%).

Comparison of Pedestrian Victims
by Day of Occurrence and Injury Type
2006

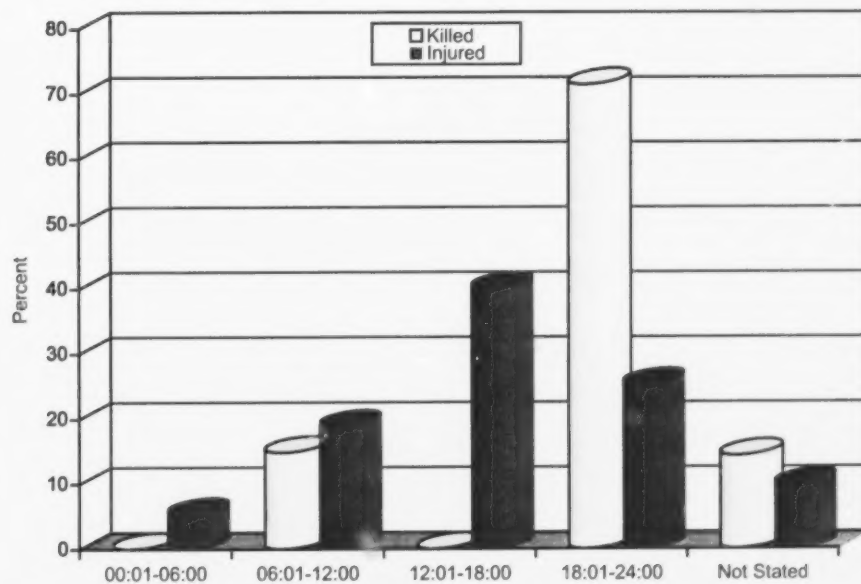


Total Pedestrian Victims
By Time of Occurrence and Injury Type
2006

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	0	28	28	5.4
06:01 - 12:00	2	96	98	18.9
12:01 - 18:00	0	203	203	39.1
18:01 - 24:00	10	128	138	26.6
Not Stated	2	50	52	10.0
Total	14	505	519	100.0

The time period 18:01 – 24:00 accounted for 71.4% (10) of killed victims while the time period 12:01-18:00 recorded 203 injured victims or 40.2% of the total.

Comparison of Pedestrian Victims
by Time of Occurrence and Injury Type
2006

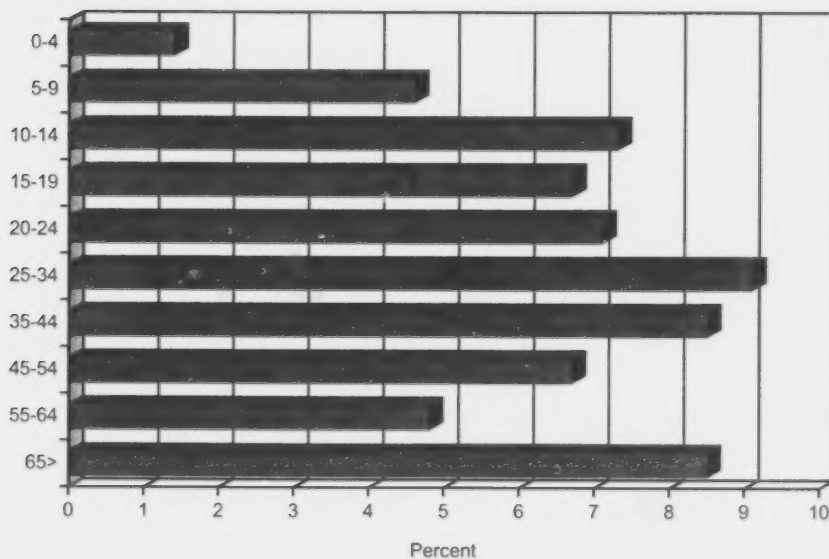


Total Pedestrian Victims
By Age Group and Injury Type
2006

Age Group	Injury Type		Total	%
	Killed	Injured		
0-4	0	7	7	1.4
5-9	0	24	24	4.6
10-14	1	37	38	7.3
15-19	0	35	35	6.7
20-24	2	35	37	7.1
25-34	2	45	47	9.1
35-44	2	42	44	8.5
45-54	1	34	35	6.7
55-64	0	25	25	4.8
65>	4	40	44	8.5
Not Stated	2	181	183	35.3
Total	14	505	519	100.0

Of the total number of fatally injured pedestrians, 28.6% (4) were over the age of 65. Pedestrians aged 25-34 incurred the highest number of injuries at 45 (8.9%). Of all known age groups, 20.5% of the pedestrians killed or injured were under the age of 15.

Distribution of Total Pedestrian Victims
by Known Age Group
2006



Pedestrian Action and Injury Type
2006

Pedestrian Action	Injury Type		Total	%
	Killed	Injured		
At Intersection, crossing with right-of-way	2	92	94	18.1
At Intersection, crossing without right-of-way	2	23	25	4.8
At Intersection, crossing, no traffic control	0	10	10	1.9
Between Intersections, crossing roadway	3	67	70	13.5
Walking along roadway with traffic	0	4	4	0.8
Walking along roadway against traffic	0	5	5	0.9
On Sidewalk/Median/Safety Zone	0	15	15	2.9
Walking on roadway (travelled portion)	2	13	15	2.9
From behind Vehicle/Object on roadside	0	16	16	3.1
Running into roadway	2	41	43	8.3
Getting on/off another vehicle	0	2	2	0.4
Pushing/Working on vehicle	0	1	1	0.2
Playing on roadway	0	5	5	0.9
Working on roadway	0	4	4	0.8
Lying in roadway	1	1	2	0.4
Unknown	2	206	208	40.1
Total	14	505	519	100.0

Pedestrian action was a contributing factor in 10 of the 14 deaths in 2006. At-fault pedestrian actions included crossing roadway between intersections (3), crossing intersections without right-of-way (2), walking on roadway (2), running onto roadway (2), and lying in roadway (1). However, injuries most often occurred at an intersection where the pedestrian had the right of way (92).

Total Killed and Injured Victims
by Pedestrian Action and Age Group
2006

Pedestrian Action	Age Group											Total
	0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS	
At Intersection, crossing with right-of-way	1	2	4	10	10	7	10	8	9	12	21	94
At Intersection, crossing without right-of-way	0	0	1	1	1	4	5	1	1	4	7	25
At Intersection, crossing with no traffic control	0	0	2	0	1	1	2	1	1	0	2	10
Between Intersections, crossing roadway	1	6	4	8	5	4	6	3	6	7	20	70
Walking along roadway with traffic	0	0	0	1	0	1	0	0	1	0	1	4
Walking along roadway against traffic	0	0	0	2	1	0	0	0	0	0	2	5
On Sidewalk/Median/Safety Zone	0	0	0	1	0	2	1	2	1	2	6	15
Walking on Roadway (travelled portion)	0	0	1	1	2	1	2	2	0	3	3	15
From behind Vehicle/ Object on roadway	1	2	1	1	1	3	1	1	1	0	4	16
Running into Roadway	1	6	8	1	4	3	3	1	0	0	16	43
Getting On/Off Another Vehicle	0	1	0	1	0	0	0	0	0	0	0	2
Pushing/Working on Vehicle	0	0	0	0	0	0	0	1	0	0	0	1
Playing on Roadway	1	1	2	0	0	0	0	0	0	0	1	5
Working on Roadway	0	0	0	0	0	1	1	0	0	1	1	4
Lying on Roadway	0	0	0	0	0	0	0	0	0	1	1	2
Unknown	2	6	15	8	12	20	13	15	5	14	98	208
Total	7	24	38	35	37	47	44	35	25	44	183	519
%	1.4	4.6	7.3	6.7	7.1	9.1	8.5	6.7	4.8	8.5	35.3	100.0

Among all pedestrian casualties aged 15 and older, the two most frequently reported pedestrian actions prior to being struck by a motor vehicle were "crossing at intersections with right-of-way" and "crossing roadway between intersections."

Among pedestrians 14 years of age and younger, the most frequently cited pedestrian action was "running onto roadway", followed by "crossing roadway between intersections."

Section 7

Vehicle Involvement



INTRODUCTION TO SECTION 7

This section deals with the number of vehicles involved in collisions. It does **not** indicate the number of collisions. Since many collisions involve more than one vehicle, the total number of vehicles involved in collisions will significantly exceed the total number of collisions.

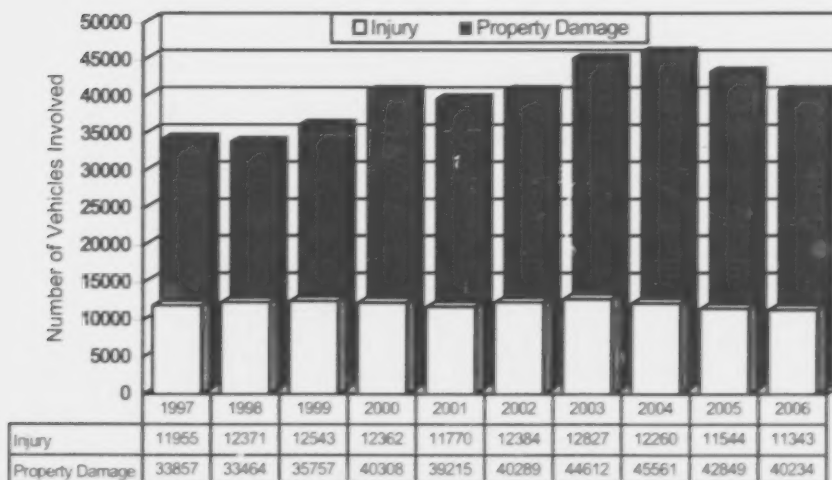
Each vehicle involved in a collision is counted and provision is made for vehicle types such as automobiles, vans, pick-up trucks, types of emergency vehicles. Vehicles involved in collisions that were, or were not, transporting hazardous loads and the nature of these loads is also indicated.

**Vehicle Involvement in Traffic Collisions
Ten Year Summary
1997 – 2006**

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1997	147	11955	33857	45959
1998	170	12371	33464	46005
1999	157	12543	35757	48457
2000	140	12362	40308	52810
2001	138	11770	39215	51123
2002	156	12384	40289	52829
2003	150	12827	44612	57589
2004	131	12260	45561	57952
2005	135	11544	42849	54528
2006	151	11343	40234	51728

There were 51,728 vehicles involved in 31,796 collisions during 2006. A total of 151 vehicles were involved in fatal traffic collisions in 2006, an increase of 11.8% from 2005. The number of vehicles involved in injury collisions decreased by 1.7% (11,544 to 11,343) and vehicle involvement in property damage collisions dropped by 6.1% (42,849 to 40,239).

**Ten Year Summary
Vehicle Involvement by Injury and Property Damage Collision Severity
1997 – 2006***



*Fatal statistics not shown due to low values.

Vehicle Type and Collision Severity 2006

Vehicle Type	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Automobile	61	7139	24958	32158	62.2
Mini/Multi-Purpose Van	20	1267	4804	6091	11.8
Van under 4500 kg	0	144	549	693	1.3
Pick-up under 4500 kg	40	1322	6285	7647	14.8
Truck over 4500 kg (unit chassis)	1	129	463	593	1.2
Power Unit for Semi-Trailer	13	131	450	594	1.2
Truck/Camper	0	8	45	53	0.1
Motorhome	0	3	18	21	-.
Truck (other)	7	622	2213	2842	5.5
School Bus	0	9	47	56	0.1
Other School Vehicle	0	0	1	1	-.
Transit Bus – urban	0	26	46	72	0.1
Para-transit Bus	0	0	1	1	-.
Intercity Bus	0	18	43	61	0.1
Bus (other)	0	3	22	25	-.
Motorcycle/Scooter	2	120	50	172	0.3
Moped	0	5	1	6	-.
Bicycle	2	313	25	340	0.7
Ambulance	2	8	23	33	-.
Fire	0	5	15	20	-.
Police	0	26	70	96	0.2
Mobility Vehicle	0	0	1	1	-.
Snow Vehicle	0	1	1	2	-.
Farm Equipment	0	9	16	25	-.
Construction Equipment	0	16	73	89	0.2
Train/Other Rail Vehicle	0	0	0	0	0.0
Off-Road Vehicle	3	19	14	36	0.1
Total	151	11343	40234	51728	100.0

Automobiles, vans and pick-up trucks accounted for 80.1% of all vehicles involved in fatal collisions, 87.0% of those involved in injury collisions, and 91.0% of those involved in property damage collisions. Automobiles accounted for a higher percentage of vehicles involved in injury collisions (62.9%) than fatal collisions (40.4%). Conversely, heavy trucks/tractor trailers and truck (other) accounted for a higher percentage of vehicles involved in fatal collisions (13.9%) than in injury collisions (7.8%).

Vehicle Involvement
By Hazardous Load Type and Collision Severity
2006

Hazardous Load	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Explosives	0	5	11	16	-.-
Flammable Gas	1	9	13	23	0.1
Flammable/Combustible Liquids	1	5	5	11	-.-
Flammable Solids/Dangerous When Wet	0	0	0	0	0.0
Oxidizers/Organic Peroxides	0	1	4	5	-.-
Poisonous Substances/Infectious	0	0	2	2	-.-
Radioactive	0	0	0	0	0.0
Corrosives	0	0	3	3	-.-
Miscellaneous Dangerous Substances	0	7	3	10	-.-
General Cargo (non-hazardous)	8	104	299	411	0.8
Empty	3	68	213	284	0.6
Not Applicable	138	11142	39677	50957	98.5
Other	0	0	2	2	-.-
Unknown	0	2	2	4	-.-
Total	151	11343	40234	51728	100.0

Of the total number of vehicles involved in crashes, 70 were known to be carrying "hazardous goods". Of these, two were involved in fatal collisions, 27 in injury collisions, and 41 in property damage collisions.

Section 8

Driver Involvement



INTRODUCTION TO SECTION 8

This section indicates the number of drivers involved in collisions. This number is less than the amount of vehicle involvement as some crashes involve parked vehicles. Information is provided according to gender and age group.

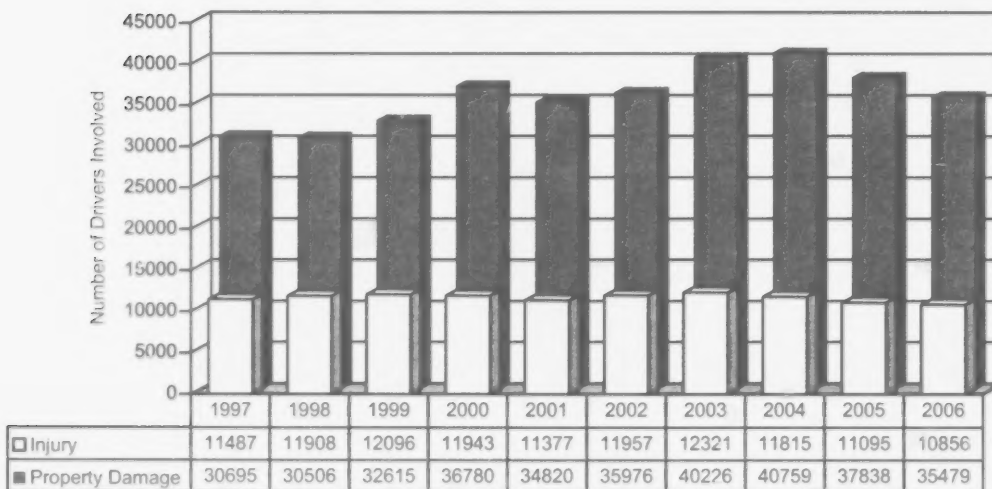
The age group 16-19 recorded the highest rate of collision involvement, at 94 per 1,000 active licensed drivers. The next highest involvement rates were recorded by the age groups 20-24, at 75/1,000 and 25-34, at 54/1,000. The overall relative involvement rate for all age groups in 2006 was 64/1,000.

Driver Involvement in Traffic Collisions
Ten Year Summary
1997 – 2006

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1997	142	11487	30695	42324
1998	164	11908	30506	42578
1999	151	12096	32615	44862
2000	136	11943	36780	48859
2001	127	11377	34820	46324
2002	149	11957	35976	48082
2003	146	12321	40226	52693
2004	127	11815	40759	52701
2005	126	11095	37838	49059
2006	145	10856	35479	46430

There were 145 drivers involved in fatal accidents in 2006. The number of drivers involved in injury collisions decreased by 2.2% from 11,095 in 2005 to 10,856 in 2006. Drivers involved in property damage collisions dropped from 37,838 to 35,479, a 6.2% decrease.

Ten Year Summary of Driver Involvement in Traffic Collisions
by Injury and Property Damage Collision Severity, 1997-2006*



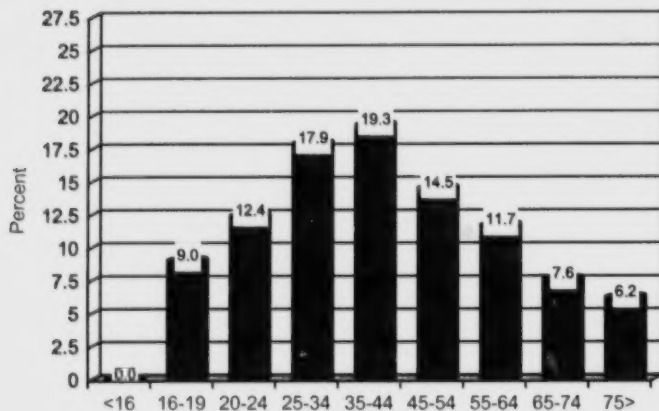
* Fatal statistics not shown due to low values.

Driver Involvement
By Age Group, Sex, and Collision Severity
2006

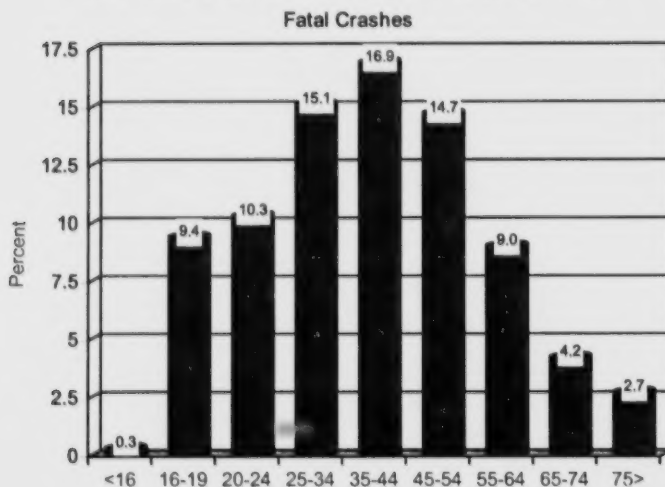
Age Group	Sex	Collision Severity						Total	%
		Fatal	%	Injury	%	Property Damage	%		
<16	M	0		13		35		48	
	F	0		16		23		39	
	NS	0		3		3		6	
	Total	0	0.0	32	0.3	61	0.2	93	0.2
16-19	M	9		564		2021		2594	
	F	4		450		1185		1639	
	NS	0		3		14		17	
	Total	13	9.0	1017	9.4	3220	9.1	4250	9.1
20-24	M	10		600		2062		2672	
	F	8		512		1202		1722	
	NS	0		12		31		43	
	Total	18	12.4	1124	10.3	3295	9.3	4437	9.6
25-34	M	20		893		2931		3844	
	F	6		734		1697		2437	
	NS	0		8		32		40	
	Total	26	17.9	1635	15.1	4660	13.1	6321	13.6
35-44	M	21		964		2987		3972	
	F	7		859		2016		2882	
	NS	0		11		35		46	
	Total	28	19.3	1834	16.9	5038	14.2	6900	14.9
45-54	M	14		886		3168		4068	
	F	7		702		1943		2652	
	NS	0		2		20		22	
	Total	21	14.5	1590	14.7	5131	14.5	6742	14.5
55-64	M	14		579		2054		2647	
	F	3		395		1192		1590	
	NS	0		4		8		12	
	Total	17	11.7	978	9.0	3254	9.2	4249	9.1
65-74	M	6		302		1091		1399	
	F	5		154		577		736	
	NS	0		2		4		6	
	Total	11	7.6	458	4.2	1672	4.7	2141	4.6
75>	M	7		190		784		981	
	F	2		104		441		547	
	NS	0		1		4		5	
	Total	9	6.2	295	2.7	1229	3.4	1533	3.3
Not Stated	M	0		235		879		1114	
	F	0		137		500		637	
	NS	2		1521		6540		8063	
	Total	2	1.4	1893	17.4	7919	22.3	9814	21.1
All Ages	M	101		5226		18012		23339	
	F	42		4063		10776		14881	
	NS	2		1567		6691		8260	
	Total	145	100.0	10856	100.0	35479	100.0	46480	100.0

Not stated

Male drivers were involved in collisions more often than their female counterparts – 2.4 times more frequently in fatal collisions, 1.3 times more frequently in injury collisions and 1.7 times more frequently in property damage collisions.

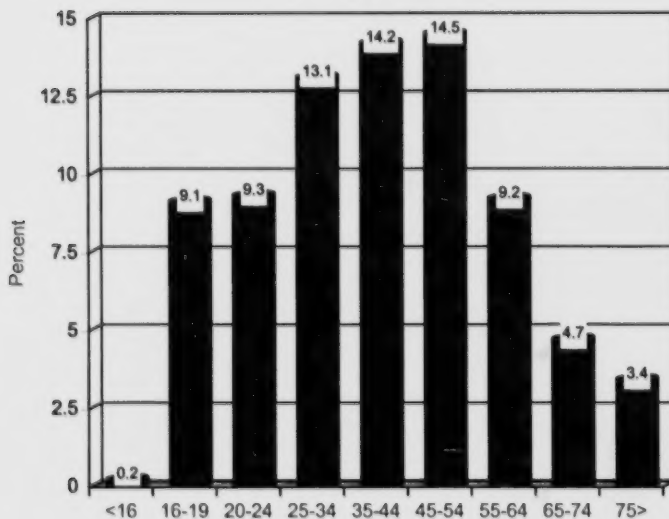
Percentage of Driver Involvement in Crashes (excludes "age not stated")

Of the total drivers involved in fatal crashes those aged 35-44 accounted for 19.3%, followed by those aged 25-34 (17.9%).



The 35-44 age group accounted for the highest percentage of all drivers involved in injury collisions (16.9%), followed by those aged 25-34 (15.1%).

Injury Crashes



The age groups 35-44 and 45-54 respectively accounted for 14.2% and 14.5% of all drivers involved in property damage collisions.

Property Damage Crashes

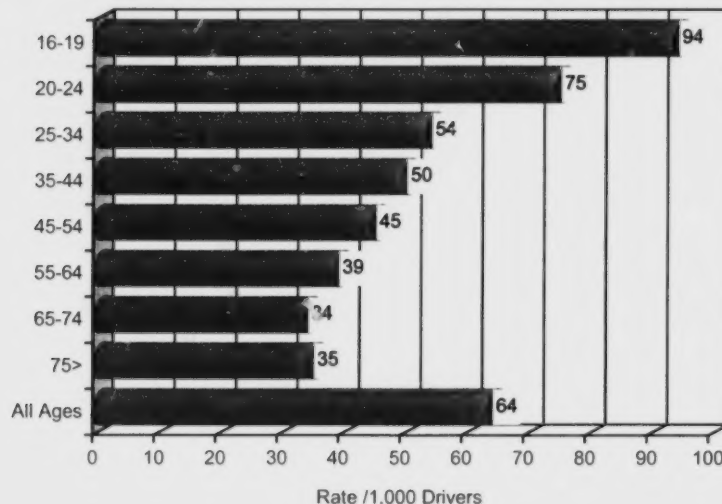
Driver Involvement
By Age Group, Sex and Relative Involvement /1,000 Active Drivers
2006

Age Group	Sex	Total Drivers Involved	%	Total Active Licenced Drivers	%	Relative Involvement Rate /1,000
<16	M	48	0.2	0		
	F	39		0		
	NS	6		0		
	Total	93		0		
16-19	M	2594	9.1	23071	6.2	112
	F	1639		22186		74
	NS	17		0		
	Total	4250		45257		94
20-24	M	2672	9.6	30151	8.2	89
	F	1722		29177		59
	NS	43		0		
	Total	4437		59328		75
25-34	M	3844	13.6	58832	16.1	65
	F	2437		57816		42
	NS	40		0		
	Total	6321		116648		54
35-44	M	3972	14.9	69401	18.9	57
	F	2882		67762		43
	NS	46		0		
	Total	6900		137163		50
45-54	M	4068	14.5	77755	20.9	52
	F	2652		73614		36
	NS	22		0		
	Total	6742		151369		45
55-64	M	2647	9.1	56971	15.1	46
	F	1590		52960		30
	NS	12		0		
	Total	4249		109931		39
65-74	M	1399	4.6	33209	8.6	42
	F	736		29511		25
	NS	6		0		
	Total	2141		62720		34
75>	M	981	3.3	23157	6.0	42
	F	547		20182		27
	NS	5		0		
	Total	1533		43339		35
Not Stated	M	1114	21.1	0		
	F	637		0		
	NS	8063		0		
	Total	9814		0		
All Ages	M	23339	100.0	372547	100.0	63
	F	14881		353208		42
	NS	8260		0		
	Total	46480		725755		64

Not stated

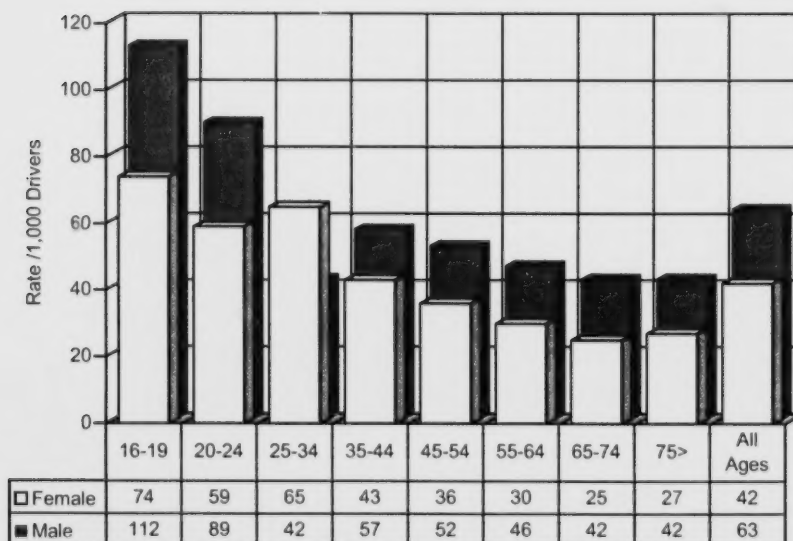
Certain age groups are over-represented in crashes. For example, 16-19 year olds made up 6.2% of the total active licensed drivers, yet accounted for 9.1% of all drivers involved in crashes. In contrast, drivers over 55 years of age made up 29.7% of the total active licensed drivers, but comprised only 17.0% of all drivers in traffic accidents. Drivers between the ages of 20 and 54 made up 64.1% of the total active licensed driver population and 52.6% of all drivers involved in crashes.

Distribution of Driver Involvement Rates in Traffic Collisions
by Age Group and Relative Involvement /1,000 Active Drivers
2006



The 16-19 age group had the highest relative involvement rate at 94/1,000 followed by the 20-24 age group at 75/1,000. The lowest relative involvement rates belonged to the 65-74 and over 74 age groups, at 34/1,000 and 35/1,000 respectively. The overall relative involvement rate for all age groups in 2006 was 64/1,000. Note: The relative involvement rates do not take into account the number of vehicle kilometres travelled by each age group.

Comparison of Relative Involvement Rates /1,000 Active Drivers
by Age Group and Sex
2006



Male drivers were involved in crashes more often than females. The highest relative involvement rate occurred in the male age group 16-19 at 118/1,000, compared to female involvement at 79/1,000. The rates for both genders decrease with age up to the age group 75+.

Section 9

Contributing Factors



INTRODUCTION TO SECTION 9

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or driving environment.

The collision data system accepts up to three contributing factors for each vehicle involved in a collision. As many as six contributing factors may be recorded for a collision. During the analysis of collisions, knowledge of the factors is important. For instance, because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduce stopping time. The car's brakes, being in poor condition, caused the vehicle to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Driver action is used to determine if the actions performed immediately prior to the collision may have been a factor in the collision.

Human condition identifies those factors that may have affected the individual's ability to drive safely. Of particular interest are the numbers of drivers affected by alcohol, drugs and fatigue.

Safety campaigns are often geared toward driver age groups; therefore driver actions and human conditions are broken down by age group and accident severity (fatal, injury and property damage).

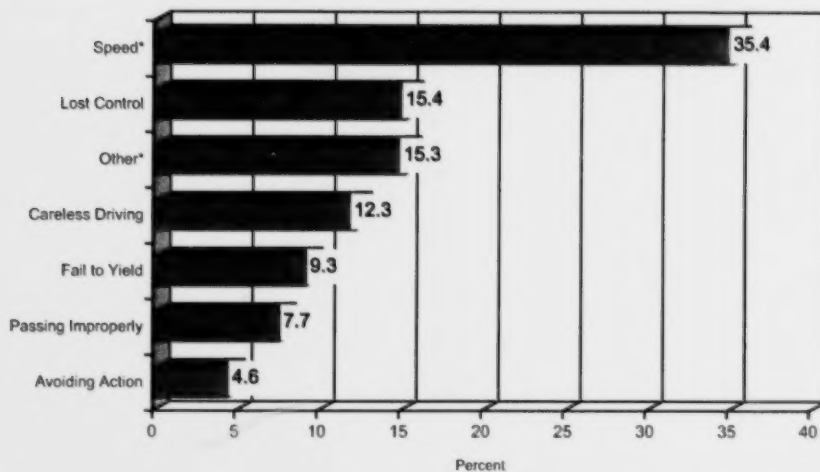
Vehicle defects and environmental conditions are presented according to the number of vehicles involved and whether the vehicle has a mechanical defect that may have been a factor in the collision and also if environmental factors contribute toward the crash.

Driver Involvement in Traffic Collisions
by Driver Action and Collision Severity
2006

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Driving Properly ¹	40	4162	11841	16043	34.5
Follow Too Closely	2	295	728	1025	2.2
Turn Improperly	1	140	450	591	1.3
Exceed Speed Limit	10	68	69	147	0.3
Drive Too Fast For Conditions	11	244	766	1021	2.2
Unsafe Speed (too fast or too slow)	2	41	87	130	0.3
Passing Improperly	5	31	84	120	0.3
Change Lanes Improperly	1	43	257	301	0.6
Fail to Yield	6	396	782	1184	2.6
Disobeyed Traffic Control	2	180	297	479	1.0
Drive Wrong Way	1	11	18	30	0.1
Pass Vehicle at Pedestrian X-Walk	0	5	1	6	-.
Backing Up Unsafely	0	26	954	980	2.1
Park Improperly	1	3	82	86	0.2
Careless Driving	8	161	407	576	1.2
Lost Control/Off Roadway	10	203	347	560	1.2
Driverless Vehicle	0	2	5	7	-.
Leave Stop Sign	0	97	199	296	0.6
Fail To Signal	0	3	7	10	-.
Take Avoiding Action	3	94	211	308	0.7
Driver Inexperience	2	102	250	354	0.8
Pedestrian Error/Confusion	0	20	15	35	0.1
Not Stated	40	4529	17622	22191	47.7
Total	145	10856	35479	46480	100.0

¹No apparent improper driving action noted on traffic accident report.

Comparison of At-Fault Driver Actions in Fatal Traffic Collisions 2006

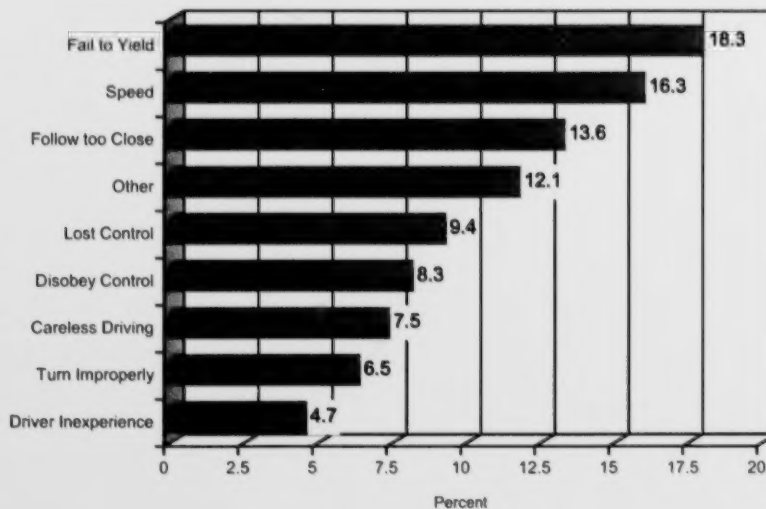


*Speed includes exceeding speed limit, drive too fast for conditions or unsafe operating speed.

**Other includes follow too close, turn improperly, change lanes improperly, disobey traffic control, drive wrong way, improper parking, and driver inexperience.

Among at-fault drivers involved in fatal collisions, the most commonly reported infractions were "speed related" (35.4%), and "lost control/drive off roadway" (15.4%).

Comparison of At-Fault Driver Actions in Injury Collisions 2006



*Other includes passing/changing/parking improperly, drive wrong way, pass vehicle at pedestrian crosswalk, back-up unsafely, driverless vehicle, fail to signal, leave stop sign, and avoiding action. Pedestrian error/confusion is not included as an at-fault driver action.

The three main at-fault driver actions resulting in injuries were "failure to yield" (18.3% or 396), "speed-related" (16.3% or 353), and "follow too close" (13.6% or 295).

Driver Involvement in Fatal Traffic Collisions
by Driver Action and Age Group
2006

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	0	3	2	6	10	8	5	5	1	0	40
Follow Too Closely	0	0	1	1	0	0	0	0	0	0	2
Turn Improperly	0	0	0	0	0	0	0	0	1	0	1
Exceed Speed Limit	0	2	3	2	1	1	1	0	0	0	10
Drive Too Fast	0	1	0	6	1	1	1	0	1	0	11
Unsafe Speed	0	0	0	1	0	1	0	0	0	0	2
Passing Improperly	0	1	0	0	2	1	0	0	1	0	5
Change Lanes Improperly	0	0	0	0	1	0	0	0	0	0	1
Fail to Yield	0	1	1	1	0	1	0	1	1	0	6
Disobey Traffic Control	0	0	0	0	0	0	0	1	1	0	2
Drive Wrong Way	0	0	1	0	0	0	0	0	0	0	1
Pass at Pedestrian Corridor	0	0	0	0	0	0	0	0	0	0	0
Backing Up Unsafely	0	0	0	0	0	0	0	0	0	0	0
Park Improperly	0	0	0	0	0	0	1	0	0	0	1
Careless Driving	0	1	2	3	0	2	0	0	0	0	8
Lost Control/Off Roadway	0	1	1	1	2	1	1	2	1	0	10
Driverless Vehicle	0	0	0	0	0	0	0	0	0	0	0
Leave Stop Sign	0	0	0	0	0	0	0	0	0	0	0
Fail to Signal	0	0	0	0	0	0	0	0	0	0	0
Take Avoiding Action	0	0	0	1	1	0	1	0	0	0	3
Driver Inexperience	0	0	0	1	0	1	0	0	0	0	2
Pedestrian Error/Confusion	0	0	0	0	0	0	0	0	0	0	0
Not Stated	0	3	7	3	10	4	7	2	2	2	40
Total	0	13	18	26	28	21	17	11	9	2	145
At-fault rate/10,000 active licensed drivers		1.6	1.5	1.5	0.6	0.6	0.4	0.6	0.1		0.9

Of the total *at-fault drivers* involved in fatal collisions, the 16-19 age group recorded the highest rate of driver infractions at 1.6/10,000 active licensed drivers. The next highest rates (1.5/10,000) were reported by the age groups 20-24 and 25-34.

Among all at-fault drivers, the most commonly reported driving infractions resulting in fatalities were "drive too fast for conditions" (16.9%), "lost control/drive off road" (15.4%) and "exceed speed limit" (15.4%).

Driver Involvement in Injury Traffic Collisions
by Driver Action and Age Group
2006

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	2	308	454	783	932	783	482	224	87	107	4162
Follow Too Closely	0	29	26	43	42	47	29	7	7	65	295
Turn Improperly	2	19	20	12	18	14	17	6	12	20	140
Exceed Speed Limit	3	18	16	9	9	4	2	0	0	7	68
Drive Too Fast	4	58	45	34	41	26	13	7	4	12	244
Unsafe Speed	0	9	9	7	5	4	2	1	1	3	41
Passing Improperly	0	3	2	4	4	5	2	3	3	5	31
Change Lanes Improperly	0	11	2	3	5	6	1	1	2	12	43
Fail to Yield	1	48	43	57	65	46	46	20	32	38	396
Disobey Traffic Control	1	18	20	30	16	18	20	12	16	29	180
Drive Wrong Way	0	2	1	3	3	1	0	0	1	0	11
Pass at Pedestrian Corridor	0	0	1	2	1	1	0	0	0	0	5
Backing Up Unsafely	0	2	3	4	3	1	2	2	0	9	26
Park Improperly	0	0	0	0	1	0	2	0	0	0	3
Careless Driving	5	22	24	18	21	14	4	2	5	46	161
Lost Control/Off Roadway	4	41	28	29	29	39	15	6	10	2	203
Driverless Vehicle	0	0	0	0	2	0	0	0	0	0	2
Leave Stop Sign	0	9	12	16	14	14	5	10	11	6	97
Fail to Signal	0	0	0	1	0	0	0	1	0	1	3
Take Avoiding Action	1	15	9	15	27	12	15	0	0	0	94
Driver Inexperience	3	65	9	10	8	2	2	0	0	3	102
Pedestrian Error/Confusion	0	2	2	6	4	4	0	2	0	0	20
Not Stated	6	338	398	549	584	549	319	154	104	1528	4529
Total	32	1017	1124	1635	1834	1590	978	458	295	1893	10856
At-fault rate/1,000 active licensed drivers		8.2	4.6	2.6	2.3	1.7	1.6	1.2	2.4		3.0

The age group 16-19 recorded the highest reported rate of driving infractions in injury collisions, at 8.2/1,000 active drivers, followed by 20-24 at 4.6/1,000, and 25-34 at 2.6/1,000.

Among at-fault drivers, the most commonly reported driving infractions resulting in injuries were "fail to yield" (18.3%), "follow too closely" (13.6%) and "drive too fast" (11.3%).

Driver Involvement in Property Damage Traffic Collisions
by Driver Action and Age Group
2006

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	14	1075	1250	1948	2181	2316	1433	717	432	475	11841
Follow Too Closely	1	126	89	106	115	93	52	31	23	92	728
Turn Improperly	3	40	50	56	48	69	54	32	35	63	450
Exceed Speed Limit	6	23	15	5	5	5	0	1	0	9	69
Drive Too Fast	1	170	136	127	112	92	45	14	8	61	766
Unsafe Speed	1	20	16	17	5	8	3	1	4	12	87
Passing Improperly	0	12	11	10	10	9	9	2	6	15	84
Change Lanes Improperly	0	32	35	24	28	34	20	16	16	52	257
Fail to Yield	0	102	87	83	106	107	76	49	62	110	782
Disobeyed Traffic Control	0	31	43	40	35	26	20	15	23	64	297
Drive Wrong Way	1	1	3	2	0	1	0	1	3	6	18
Pass at Pedestrian Corridor	0	0	0	0	0	1	0	0	0	0	1
Backing Up Unsafely	1	99	84	113	143	131	98	72	71	142	954
Park Improperly	0	5	3	7	8	14	11	7	14	13	82
Careless Driving	4	47	53	63	51	35	35	12	16	91	407
Lost Control/Off Roadway	1	77	71	59	57	40	21	6	8	7	347
Driverless Vehicle	0	0	0	1	0	1	0	0	0	3	5
Leave Stop Sign	0	25	26	19	31	27	18	15	23	15	199
Fail to Signal	0	0	0	3	1	0	0	2	1	0	7
Take Avoiding Action	0	29	40	37	32	36	19	6	5	7	211
Driver Inexperience	14	184	27	17	14	10	5	1	1	17	250
Pedestrian Error/Confusion	0	2	1	2	1	3	1	2	2	1	15
Not Stated	14	1160	1255	1921	2055	2073	1334	670	476	6664	17622
Total	61	3220	3295	4660	5038	5131	3254	1672	1229	7919	35479
At-fault rate/1,000 active licensed drivers		21.7	13.3	6.8	5.8	4.9	4.4	4.5	7.4		8.3

The age group 16-19 recorded the highest reported rate of driving infractions in property damage collisions, at 21.7/1,000 active drivers, followed by those aged 20-24 at 13.3/1,000.

Among at-fault drivers, the most commonly reported driving infractions resulting in property damage collisions were "backing up unsafely" (15.9%), "failed to yield" (13.0%), and "drive too fast for conditions" (12.8%).

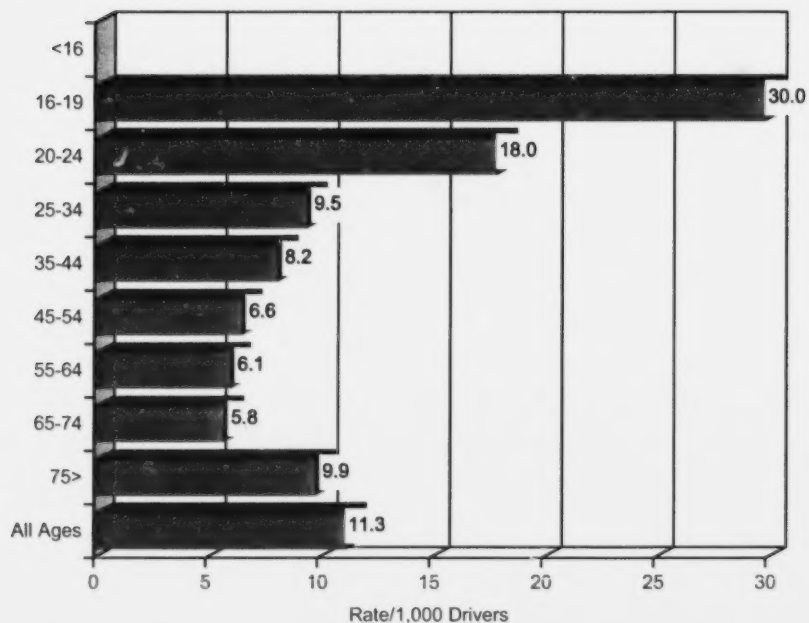
Driver Involvement in All Traffic Collisions
by Driver Action and Age Group
2006

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	16	1386	1706	2737	3123	3107	1920	946	520	582	16043
Follow Too Closely	1	155	116	150	157	140	81	38	30	157	1025
Turn Improperly	5	59	70	68	66	83	71	38	48	83	591
Exceed Speed Limit	9	43	34	16	15	10	3	1	0	16	147
Drive Too Fast	5	229	181	167	154	119	59	21	13	73	1021
Unsafe Speed	1	29	25	25	10	13	5	2	5	15	130
Passing Improperly	0	16	13	14	16	15	11	5	10	20	120
Change Lanes Improperly	0	43	37	27	34	40	21	17	18	64	301
Fail to Yield	1	151	131	141	171	154	122	70	95	148	1184
Disobeyed Traffic Control	1	49	63	70	51	44	40	28	40	93	479
Drive Wrong Way	1	3	5	5	3	2	0	1	4	6	30
Pass at Pedestrian Corridor	0	0	1	2	1	2	0	0	0	0	6
Backing Up Unsafely	1	101	87	117	146	132	100	74	71	151	980
Park Improperly	0	5	3	7	9	14	14	7	14	13	86
Careless Driving	9	70	79	84	72	51	39	14	21	137	576
Lost Control/Off Roadway	5	119	100	89	88	80	37	14	19	9	560
Driverless Vehicle	0	0	0	1	2	1	0	0	0	3	7
Leave Stop Sign	0	34	38	35	45	41	23	25	34	21	296
Fail to Signal	0	0	0	4	1	0	0	3	1	1	10
Take Avoiding Action	1	44	49	53	60	48	35	6	5	7	308
Driver Inexperience	17	209	36	28	22	13	7	1	1	20	354
Pedestrian Error/Confusion	0	4	3	8	5	7	1	4	2	1	35
Not Stated	20	1501	1660	2473	2649	2626	1660	826	582	8194	22191
Total	93	4250	4437	6321	6900	6742	4249	2141	1533	9814	46480
At-fault rate/1,000 active licensed drivers		30.0	18.0	9.5	8.2	6.6	6.1	5.8	9.9		11.3

For all traffic collisions, the 16-19 age group recorded the highest rate of driving infractions at 30.0/1,000 active licensed drivers, followed by those aged 20-24, at 18.0/1,000.

Of the total at-fault drivers, the most commonly reported driving infractions were "fail to yield" (14.4%), "following too closely" (12.5%), and "drive too fast" (12.4%).

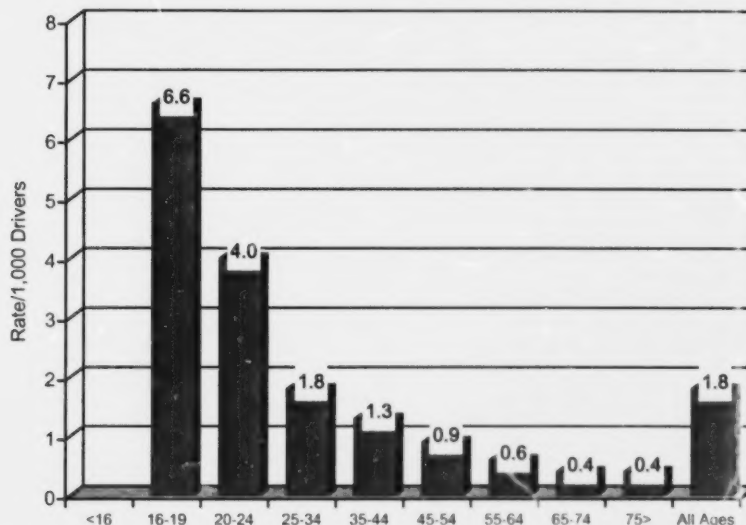
Rate of At-Fault Driver Actions
by 1,000 Active Licensed Drivers and Age Group
2006



This graph illustrates that among drivers committing at-fault driver actions, the 16-19 and 20-24 age groups reported the highest at-fault incidence (30.0/1,000 and 18.0/1,000 respectively). The rate for drivers aged 16-24, at 23.2/1,000, was more than double all age groups at 11.3/1,000.

The lowest rates occurred among the age groups 65-74 at 5.8/1,000 and 55-64 at 6.1/1,000 licensed drivers.

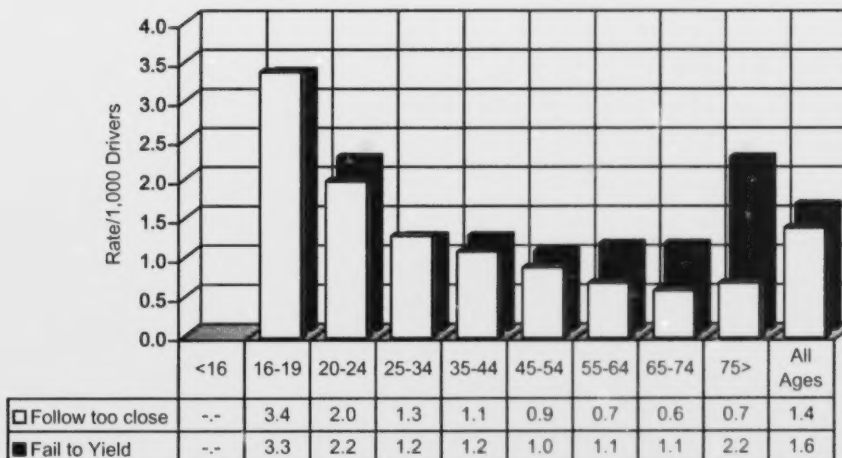
Speed-Related* At-Fault Driver Actions by 1,000 Active Licensed Drivers 2006



*Speed-related includes exceeding speed limit, drive too fast for conditions and unsafe operating speed.

Drivers in the 16-19 age group recorded the highest rate of at-fault speed-related driver actions; 3.6 times higher than for all age groups (6.6/1,000 active licensed drivers versus 1.8/1,000 active licensed drivers).

Fail to Yield and Follow Too Close Driver Actions Per 1,000 Active Licensed Drivers 2006



The "fail to yield" infraction recorded an overall involvement rate of 1.6 per 1,000 active licensed drivers. The 16-19 year age group recorded the highest rate, at 3.3/1,000, followed by drivers 20-24, at 2.2/1,000. The "follow too closely" involvement rate for all drivers was 1.4/1,000 with the highest rates incurred by the 16-19 and 20-24 year age groups at 3.4/1,000 and 2.0/1,000 respectively.

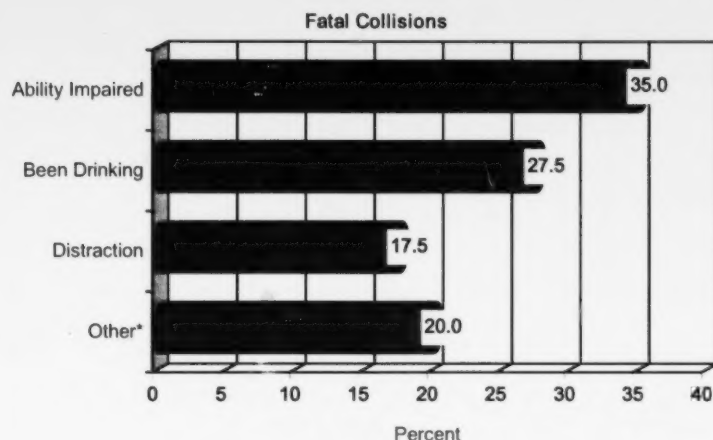
Driver Involvement in Traffic Collisions by Human Condition and Collision Severity 2006

Human Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	59	5388	15687	21134	45.5
Loss of Consciousness	2	36	13	51	0.1
Extreme Fatigue/Fell Asleep	4	50	67	121	0.3
Defective Eyesight	0	7	10	17	-.
Defective Hearing	0	0	3	3	-.
Medical Disability	2	10	9	21	0.1
Physical Disability	0	3	13	16	-.
Mental Disability	0	2	3	5	-.
Mental Confusion/Unable to Remember	0	8	10	18	-.
Sudden Illness	0	5	4	9	-.
Ability Impaired by Alcohol	14	112	165	291	0.6
Ability Impaired by Drugs	0	3	3	6	-.
Had Been Drinking/Suspected Alcohol Use ¹	11	47	74	132	0.3
Distraction/Inattention	7	415	971	1393	3.0
Exceed Hours of Service	0	1	0	1	-.
Not Stated	46	4769	18447	23262	50.1
Total	145	10856	35479	46480	100.0

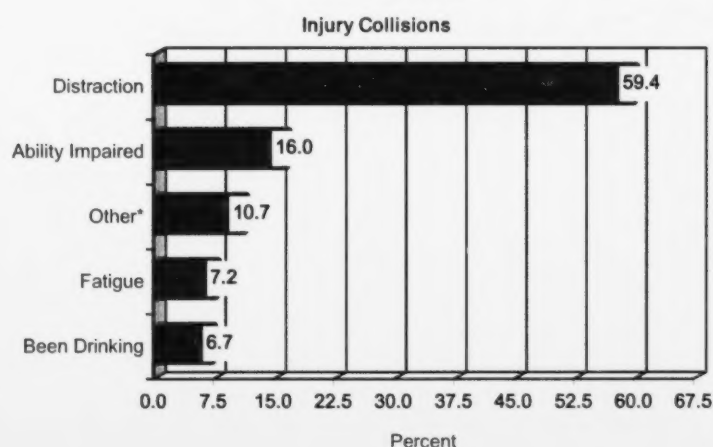
¹These statistics represent only those collisions where alcohol involvement was apparent.

Human condition is a more prevalent factor in fatal collisions (27.6%) than in injury collisions (6.4%) and property damage collisions (3.8%).

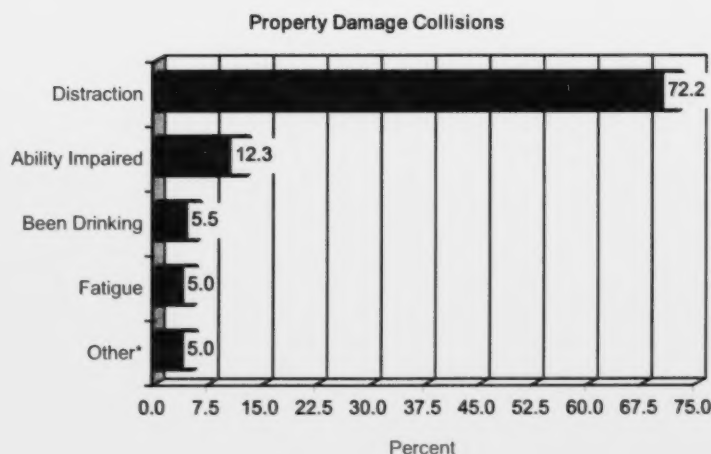
Comparison of At-Fault Human Condition Factors in Crashes



This graph demonstrates that among the at-fault drivers involved in fatal crashes, 62.5% were reported to have consumed alcohol. Of these drivers, 35.0% "had their ability impaired by alcohol" and 27.5% "had been drinking". Another 17.5% had been "distracted".



This graph illustrates a substantially different pattern of at-fault drivers involved in injury-producing crashes. "Distraction/inattention" (59.4%) was the most frequently reported at-fault driver condition. This was followed by "impaired by alcohol" (16.0%) and "fatigue" (7.2%).



"Distraction/inattention" is the most significant at-fault driver condition in property damage crashes, accounting for 72.2% of at-fault conditions. Alcohol consumption accounted for 17.8% of at-fault driver conditions in property damage collisions.

*For both injury and property damage collisions, other may include loss of consciousness, unable to remember, defective eyesight, hearing, medical, physical and mental disability, sudden illness, impaired drugs and exceed hours of service. For fatal collisions, other includes fatigue in addition to those listed above.

Driver Involvement in Fatal Traffic Collisions
by Human Condition and Age Group
2006

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	0	5	3	9	11	11	11	6	3	0	59
Loss of Consciousness	0	0	0	0	2	0	0	0	0	0	2
Extreme Fatigue/Sleep	0	0	1	1	0	2	0	0	0	0	4
Defective Eyesight	0	0	0	0	0	0	0	0	0	0	0
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	0	0	0	0	0	1	1	0	2
Physical Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Confusion	0	0	0	0	0	0	0	0	0	0	0
Sudden Illness	0	0	0	0	0	0	0	0	0	0	0
Ability Impaired Alcohol	0	2	3	4	4	0	1	0	0	0	14
Ability Impaired Drugs	0	0	0	0	0	0	0	0	0	0	0
Had Been Drinking Suspected Alcohol Use ¹	0	0	4	4	1	2	0	0	0	0	11
Distraction/Inattention	0	0	1	4	0	0	0	1	1	0	7
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	0	6	6	4	10	6	5	3	4	2	46
Total	0	13	18	26	28	21	17	11	9	2	145
At-fault rate/10,000 active licensed drivers		0.4	1.5	1.1	0.5	0.3	0.1	0.3	0.5		0.6

¹ These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 20-24 recorded the highest reported rate of at-fault human condition factors in fatal collisions at 1.5/10,000 active licensed drivers followed by those aged 25-34, at 1.1/10,000.

"Ability impaired by alcohol" (35.0%)", "had been drinking/suspected alcohol use" (27.5%), and "distraction/inattention" (17.5%) were the primary contributing factors in fatal crashes where a known factor was identified.

Driver Involvement in Injury Traffic Collisions
by Human Condition and Age Group
2005

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	9	473	595	973	1106	944	602	269	147	270	5388
Loss of Consciousness	0	4	6	3	6	7	7	1	2	0	36
Extreme Fatigue/Sleep	0	14	12	6	8	4	2	2	2	0	50
Defective Eyesight	0	1	0	1	1	1	0	0	3	0	7
Defective Hearing	0	0	0	0	0	0	0	0	0	0	0
Medical Disability	0	0	1	0	1	0	2	2	3	1	10
Physical Disability	0	1	0	0	0	2	0	0	0	0	3
Mental Disability	0	0	0	0	0	1	1	0	0	0	2
Mental Confusion	0	0	1	0	0	0	1	0	6	0	8
Sudden Illness	0	0	0	0	0	2	2	0	1	0	5
Ability Impaired Alcohol	2	20	21	24	18	11	5	2	0	9	112
Ability Impaired Drugs	0	0	0	1	1	0	1	0	0	0	3
Had Been Drinking Suspected Alcohol Use ¹	0	11	14	4	6	7	1	0	1	3	47
Distraction/Inattention	2	75	56	67	53	54	28	18	26	36	415
Exceed Hours of Service	0	0	0	0	1	0	0	0	0	0	1
Not Stated	19	418	418	556	633	557	326	164	104	1574	4769
Total	32	1017	1124	1635	1834	1590	978	458	295	1893	10856
At-fault rate/1,000 active licensed drivers		2.8	1.9	0.9	0.7	0.6	0.5	0.4	1.0		1.0

¹These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in injury collisions at 2.8/1,000 active drivers, followed by 20-24 at 1.9/1,000.

As a percentage of at-fault human condition collision factors among drivers aged 16-19, "distraction/inattention" accounted for 59.6% and "ability impaired alcohol" for 15.9%. In the 20 to 54 combined group, "distraction/inattention" accounted for 57.4% of at-fault human condition collision factors and "impaired by alcohol" for 18.4%.

Driver Involvement in Property Damage Traffic Collisions
by Human Condition and Age Group
2006

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	20	1636	1702	2459	2690	2763	1797	912	624	1084	15687
Loss of Consciousness	0	0	0	1	2	2	3	3	1	1	13
Extreme Fatigue/Sleep	0	16	18	6	8	6	7	2	4	0	67
Defective Eyesight	0	2	0	3	1	0	0	0	3	1	10
Defective Hearing	0	0	0	0	1	0	0	0	2	0	3
Medical Disability	0	0	1	1	0	3	1	0	3	0	9
Physical Disability	0	4	1	0	2	1	1	3	1	0	13
Mental Disability	0	1	0	0	0	0	0	0	0	2	3
Mental Confusion	0	1	2	0	0	0	0	1	5	1	10
Sudden Illness	0	0	0	0	0	0	2	1	0	1	4
Ability Impaired Alcohol	0	18	32	46	22	21	13	1	1	11	165
Ability Impaired Drugs	0	0	1	1	1	0	0	0	0	0	3
Had Been Drinking Suspected Alcohol Use ¹	1	11	10	18	11	2	6	1	1	13	74
Distraction/Inattention	6	169	135	137	149	119	88	42	52	74	971
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	34	1362	1393	1988	2151	2214	1336	706	532	6731	18447
Total	61	3220	3295	4660	5038	5131	3254	1672	1229	7919	35479
At-fault rate/1,000 active licensed drivers		4.9	3.4	1.8	1.4	1.0	1.1	0.9	1.7		1.9

¹These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in property damage collisions at 4.9/1,000, followed by 20-24 at 3.4/1,000 and 25-34 at 1.8/1,000.

"Distraction/inattention" (72.2%), "ability impaired by alcohol" (12.3%), and "had been drinking/suspected alcohol use" (5.5%) were the primary at-fault human condition factors in property damage collisions where a known factor was identified.

Driver Involvement in All Traffic Collisions
by Human Condition and Age Group
2006

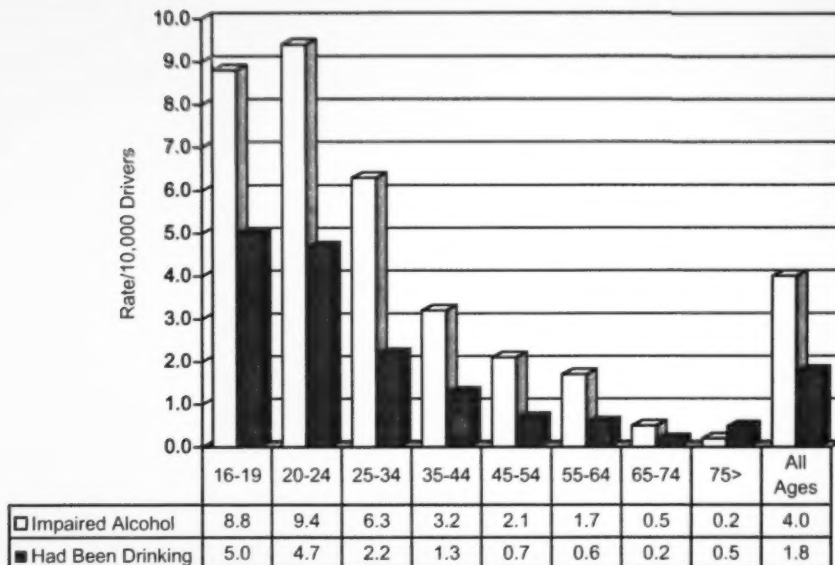
Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	29	2114	2300	3441	3807	3718	2410	1187	774	1354	21134
Loss of Consciousness	0	4	6	4	10	9	10	4	3	1	51
Extreme Fatigue/Sleep	0	30	31	13	16	12	9	4	6	0	121
Defective Eyesight	0	3	0	4	2	1	0	0	6	1	17
Defective Hearing	0	0	0	0	1	0	0	0	2	0	3
Medical Disability	0	0	2	1	1	3	3	3	7	1	21
Physical Disability	0	5	1	0	2	3	1	3	1	0	16
Mental Disability	0	1	0	0	0	1	1	0	0	2	5
Mental Confusion	0	1	3	0	0	0	1	1	11	1	18
Sudden Illness	0	0	0	0	0	2	4	1	1	1	9
Ability Impaired Alcohol	2	40	56	74	44	32	19	3	1	20	291
Ability Impaired Drugs	0	0	1	2	2	0	1	0	0	0	6
Had Been Drinking Suspected Alcohol Use ¹	1	22	28	26	18	11	7	1	2	16	132
Distraction/Inattention	8	244	192	208	202	173	116	61	79	110	1393
Exceed Hours of Service	0	0	0	0	1	0	0	0	0	0	1
Not Stated	53	1786	1817	2548	2794	2777	1667	873	640	8307	23262
Total	93	4250	4437	6321	6900	6742	4249	2141	1533	9814	46480
At-fault rate/1,000 active licensed drivers		7.7	5.4	2.8	2.2	1.6	1.6	1.3	2.7		2.9

¹These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Overall, the 16-19 age group recorded the highest rate of at-fault human condition factors at 7.7/1,000, followed by 20-24 at 5.4/1,000 and 25-34 at 2.8/1,000 licensed drivers.

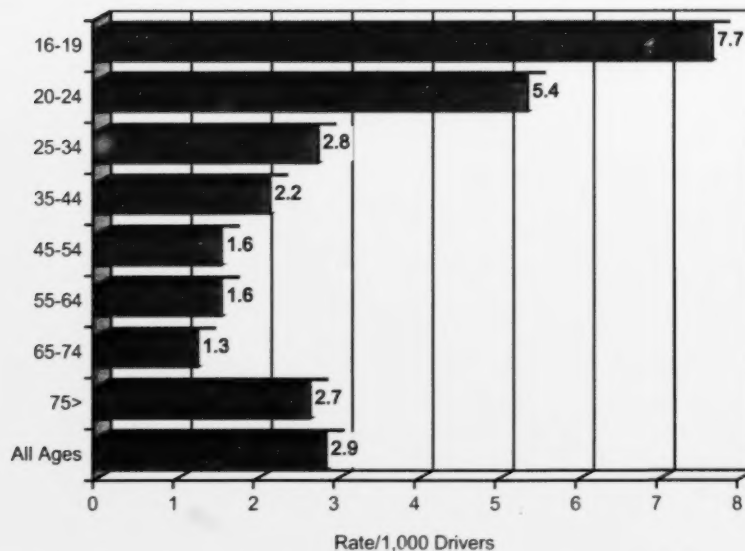
Of the total number of at-fault drivers involved in collisions more than two thirds were "distracted or inattentive" (66.8%), followed by "ability impaired by alcohol" (14.0%), and "had been drinking" (6.3%).

**Alcohol-Related Human Condition Factors
by 10,000 Active Licensed Drivers and Age Group
2006**



The 20-24 age group had the highest alcohol impairment rate, at 9.4/10,000 active licensed drivers, followed by those aged 16-19, at 8.8/10,000. For had been drinking/suspected alcohol use, the 20-24 age group had the highest rate at 5.0/10,000 followed by 20-24, at 4.7/10,000.

**Rate of At-Fault Human Condition Factors
by 1,000 Active Licensed Drivers and Age Group
2006**



The 16-19 and 20-24 age group recorded the highest rate of at-fault human condition factors, at 7.7 and 5.4 respectively.

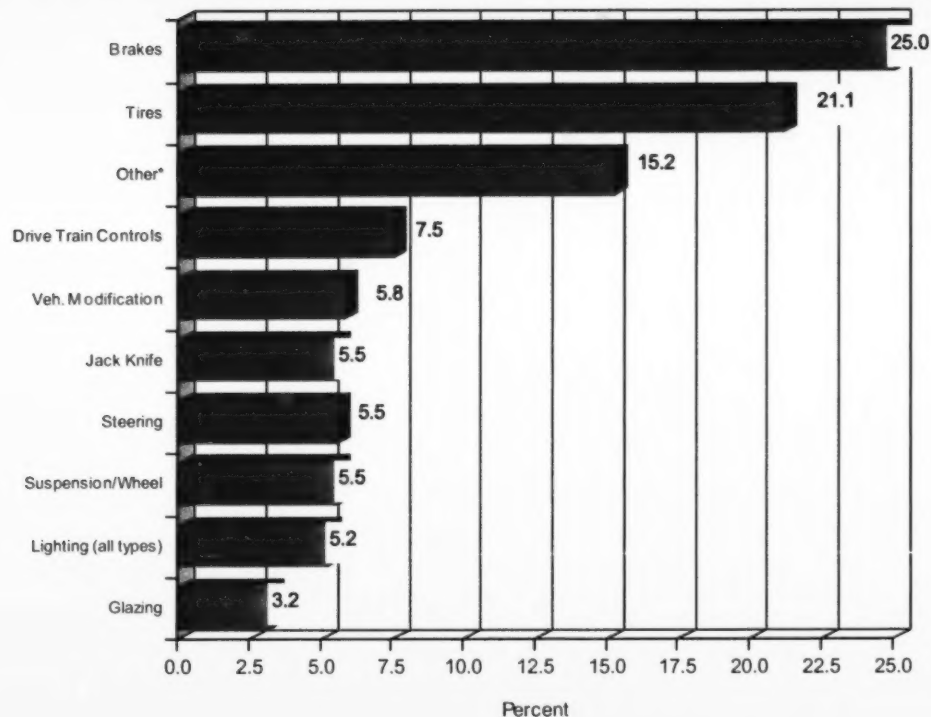
Vehicle Involvement in Traffic Collisions
by Vehicle Defect and Collision Severity
2006

Vehicle Defect ¹	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
No Apparent Defect	70	5423	15452	20945	40.5
Defective Brakes	1	28	48	77	0.1
Defective Steering	0	6	10	16	-.-
Defective Headlights	2	0	2	4	-.-
Defective Brake Lights	0	1	2	3	-.-
Defective Lighting (Unspecified)	0	6	6	12	-.-
Defective Engine Controls/Drive Train	0	2	21	23	0.1
Defective Suspension/Wheels	0	7	10	17	-.-
Defective Tires	0	20	45	65	0.1
Defective Tow Hitch/Yoke	0	2	3	5	-.-
Defective Exhaust System	0	1	2	3	-.-
Hood/Tailgate/Door/Covering Opened	0	1	7	8	-.-
Defective Glazing (obscured window)	0	2	8	10	-.-
Vehicle Modifications	0	1	17	18	0.1
Fire	0	1	0	1	-.-
Overloaded/Oversized	0	1	6	7	-.-
Load Shifted/Spilled	0	2	15	17	0.1
Jack-Knife/Trailer Swing	1	3	13	17	0.1
Hydroplaning of Tires	0	2	3	5	-.-
Not Stated	77	5834	24564	30475	58.9
Total	151	11343	40234	51728	100.0

¹ The reader is cautioned that the "vehicle defect" statistics are obtained from the traffic accident reports completed by the person reporting the collision and as such they may be unaware of any vehicle defect.

Of the total number of vehicles involved in traffic collisions, 40.5% had "no apparent defect" at the time of collision occurrence. Only 0.6% or 308 of the vehicles involved were reported to have had a vehicle defect that contributed to a collision.

Distribution of At-Fault Vehicle Defect Factors
in Collision Causation
2006



*Other includes overloaded/oversized, hydroplaning of tires, load shifted/spilled, defective glazing and hood/tailgate/covering opening.

The distribution of at-fault "vehicle defects" is based on 308 vehicles involved in traffic collisions that had a *readily apparent* defect at time of collision occurrence.

Vehicle Involvement in Traffic Collisions
by Environmental Condition and Collision Severity
2006

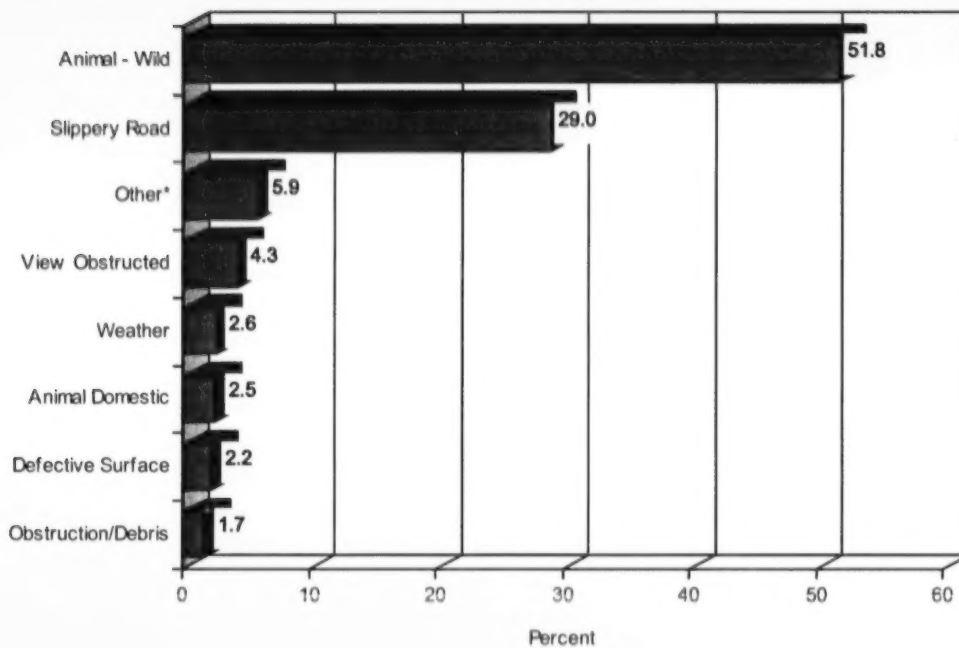
Environmental Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
No Apparent Contributing Factor	128	10325	34533	44986	87.0
Animal Action – Wild	0	187	3307	3494	6.8
Animal Action – Domestic	0	22	147	169	0.3
Slippery Road Surface	13	481	1463	1957	3.8
Snow Drift	0	24	80	104	0.2
Obstruction/Debris on Roadway	0	20	92	112	0.2
View Obstructed/Limited	3	69	220	292	0.6
Glare	0	20	41	61	0.1
Construction Zone	0	23	24	47	0.1
Defective Driving Surface	1	59	86	146	0.3
Shoulders Defective	0	9	6	15	-.-
Lane Markings Inadequate	0	1	2	3	-.-
Defective/Inoperative Traffic Control Device	0	3	7	10	-.-
Weather	5	56	113	174	0.3
Pedestrian Corridor in Use	0	8	7	15	-.-
Uninvolved Vehicle	0	22	79	101	0.2
Uninvolved Pedestrian	0	11	17	28	0.1
Presence of Prior Accident	1	3	10	14	-.-
Total	151	11343	40234	51728	100.0

Environmental conditions were cited as contributing factors for 13.0% of all vehicles involved in traffic collisions.

"Slippery road surface" conditions were cited as a contributing factor in 56.5% of at-fault vehicles involved in fatal crashes, 47.2% in injury crashes, and 25.7% in property damage crashes.

"Wild animal action" conditions were cited as a contributing factor in 18.4% of at-fault vehicles involved in injury-producing crashes and 58.0% in property damage crashes.

Distribution of At-Fault Environmental Factors
in Collision Causation
2006



*Other includes snow drift, glare, construction zone, uninvolved pedestrian/vehicle, pedestrian corridor, prior accident; defective shoulders, traffic control device and lane markings.

Environmental conditions were a factor in the involvement of 6,742 vehicles in collisions.

Section 10

**National Safety Code
Monitoring Report**



INTRODUCTION TO SECTION 10

This section indicates commercial vehicle involvement in collisions. The table on page 114 indicates the type and number of commercial vehicles involved in fatal, injury, and property damage collisions. The table on page 115 indicates the number of individuals killed or injured in collisions involving commercial vehicles.

The National Safety Code vehicle categories include: trucks greater than 4500 kilograms, tractor/semi-trailers, other trucks, school buses, transit buses, intercity buses, and other buses. These vehicles are defined as follows:

Truck greater than 4500 kilograms (unit chassis) - includes all straight trucks with a gross vehicle mass 4,500 kg. and over on the vehicle registration. DOES NOT include truck tractors with a fifth wheel assembly.

Power Unit for Semi-Trailer - truck tractors used for the moving of cargo in or on a trailer by means of a fifth wheel connection. DOES NOT include pickups equipped with a fifth wheel.

Truck (Other) - used if the type and size of truck is unknown.

School Bus - a bus authorized for the transportation of students to or from school and related school activities.

Transit Bus (Urban) - a bus used for commercial carrying of passengers within an urban area.

Inter-City Bus - a bus licensed for inter-city or provincial travel.

Bus (Other) - includes personal use of buses and bus type conversions, but does not include original equipment manufacture type; for example, buses converted to motorhomes.

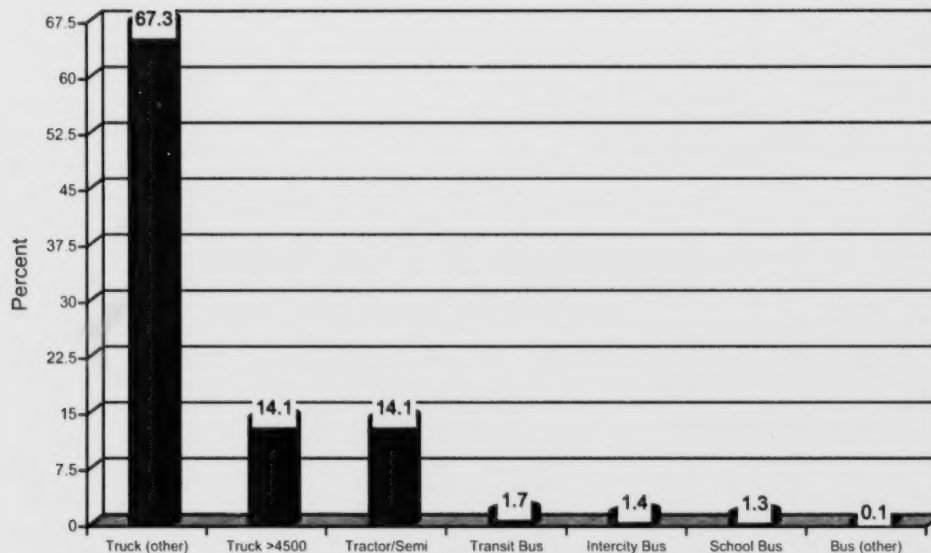
Those vehicles bearing a National Safety Code Number are entered onto the National Safety Code Collision Monitoring Report.

Commercial Vehicle Traffic Collisions¹
by NSC Commercial Vehicle Category and Collision Severity
2006

Vehicle Category	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Truck >4500 kg	1	129	463	593	14.1
Tractor/Semi	13	131	450	594	14.1
Truck (Other)	7	622	2213	2842	67.3
School Bus	0	9	47	56	1.3
Transit Bus	0	26	46	72	1.7
Intercity Bus	0	18	43	61	1.4
Bus (Other)	0	3	2	5	0.1
Total	21	938	3264	4223	100.0

¹Chart presents the number of commercial vehicles involved in traffic accidents by NSC vehicle category.

Distribution of Total Commercial Vehicle Collisions
by NSC Commercial Vehicle Category
2006



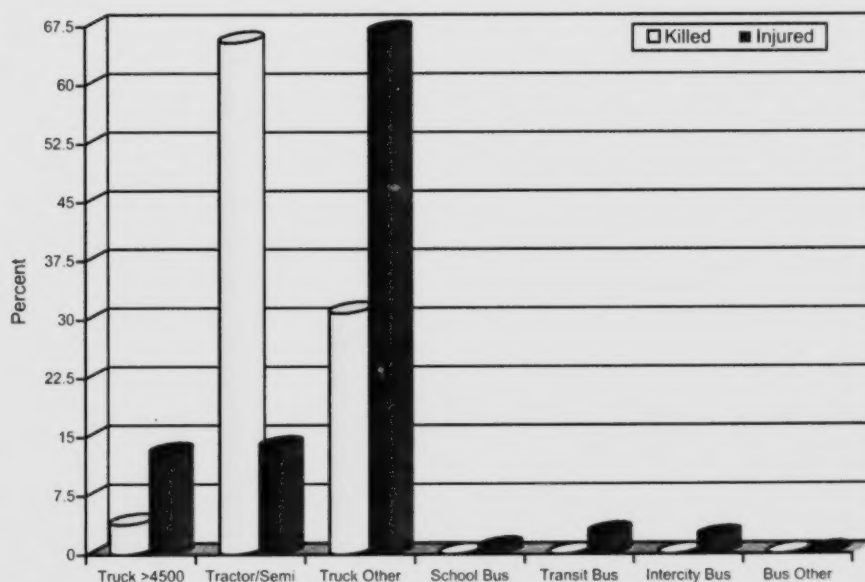
Commercial Vehicle Traffic Collision Victims¹
by NSC Commercial Vehicle Category and Injury Type
2006

Vehicle Category	Injury Type		Total	%
	Killed	Injured		
Truck >4500 kg	1	175	176	12.8
Tractor/Semi	17	187	204	14.8
Truck (Other)	8	903	911	66.2
School Bus	0	12	12	0.9
Transit Bus	0	38	38	2.8
Intercity Bus	0	31	31	2.2
Bus (Other)	0	4	4	0.3
Total	26	1350	1376	100.0

¹Chart presents the number of people killed or injured when a commercial vehicle was involved in traffic accidents by NSC vehicle category.

Note: The majority of victims did not die in the NSC vehicle but were killed or injured as drivers or passengers in another type of vehicle (i. e. motor vehicle, bicyclist, motorcyclist etc)

Comparison of Commercial Vehicle Traffic Collision Victims
by NSC Commercial Vehicle Category and Injury Type
2006



Commercial Vehicle Involvement in Traffic Collisions
by Pre-Collision Activity and Collision Severity
2006

Pre-Collision Activity	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Going Straight Ahead	11	172	417	600	42.8
Turning Left	1	31	83	115	8.2
Turning Right	0	22	86	108	7.7
Making U Turn	1	0	2	3	0.2
Changing Lanes – Left	0	4	12	16	1.2
Changing Lanes – Right	0	7	18	25	1.8
Merging	0	0	15	15	1.1
Reversing	0	1	91	92	6.6
Overtaking	0	3	6	9	0.6
Slowing/Stopping on Roadway	0	8	24	32	2.3
Stopped in Traffic	0	16	57	73	5.2
Starting in Traffic	0	1	6	7	0.5
Leave Parking Position/Roadside	0	2	4	6	0.4
Enter Parking Position/Roadside	0	1	5	6	0.4
Parked Legally	0	6	57	63	4.5
Parked Illegally	0	0	1	1	0.1
Swerving	1	5	3	9	0.6
Not Applicable	0	37	184	221	15.8
Total	14	316	1071	1401	100.0

Of the total NSC vehicles involved in traffic collisions, 42.8% (600) were moving "straight ahead" when accident involvement occurred, 8.2% (115), were "turning left", and 7.7% (108) were "turning right."

Commercial Driver Involvement in Traffic Collisions
by At-Fault Human Condition and Collision Severity
2006

Human Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	9	160	442	611	43.6
Blackout	0	1	1	2	0.1
Fell Asleep	1	1	3	5	0.4
Ability Impaired by Alcohol	0	2	1	3	0.2
Had Been Drinking/Suspected Alcohol Use	0	0	1	1	0.1
Distraction/Inattention	0	20	27	47	3.3
Bad Eyesight	0	0	1	1	0.1
Medical Disability	0	0	1	1	0.1
Not Stated	4	132	594	730	52.1
Total	14	316	1071	1401	100.0

Of the total NSC drivers involved in collisions, 43.6% were cited as having no condition which affected the collision. Fifty-eight (4.1%) of drivers had a known at-fault human condition; the leading conditions were "distraction / inattention" and "fell asleep".

Section 11

**Off-Road
Vehicle Collisions**





INTRODUCTION TO SECTION 11

This section opens with a 10-year summary of the four main elements of traffic collisions involving off-road vehicles:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved; and,
- the number of drivers involved.

There are three accident severity types: fatal, injury, and property damage. A fatal traffic accident is a collision where an injured victim dies within 30 days. An off-road vehicle collision resulting in injury but not death is an injury collision. Property damage collisions resulting in property losses exceeding \$1,000 must also be reported to a law enforcement agency.

The elements contained in this section include:

- total victims, vehicles, and drivers involved in off-road vehicle collisions by vehicle type;
- month, day, and time of collision;
- collision locations;
- breakdown of collision victims by age group, injury type, and gender;
- at-fault factors (driver actions and driver conditions); and
- driver involvement by age group and collision type.

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

Off-Road Vehicle
Collision Summary
1997 – 2006

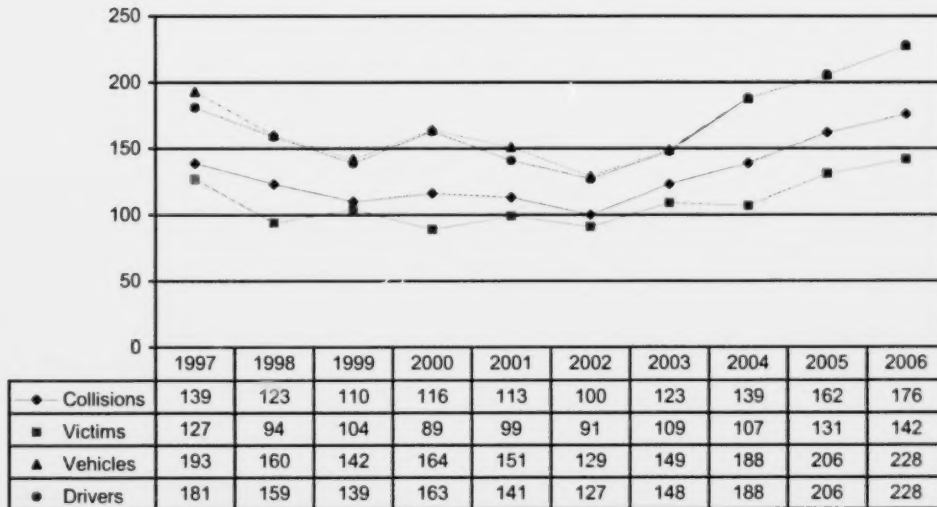
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Total Collisions	139	123	110	116	113	100	123	139	162	176
Fatal	12	10	8	9	9	4	7	7	9	9
Injury	87	64	76	64	72	62	80	81	104	107
Property Damage	40	49	26	43	32	34	36	51	49	60
Total Victims	127	94	104	89	99	91	109	107	131	142
Killed	15	10	8	10	10	5	7	7	9	9
Injured	112	84	96	79	89	86	102	100	122	133
Total Vehicles Involved	193	160	142	164	151	129	149	188	206	228
Fatal	21	13	9	17	13	8	8	9	11	12
Injury	116	83	99	85	95	73	92	111	134	138
Property Damage	56	64	34	62	43	48	49	68	61	78
Total Drivers Involved	181	159	139	163	141	127	148	188	206	228
Fatal	19	12	9	15	13	7	8	9	11	12
Injury	108	83	97	84	87	73	91	111	134	138
Property Damage	54	64	33	64	41	47	49	68	61	78

Total collisions increased by 8.6%, from 162 in 2005 to 176 in 2006. Fatal collisions remained unchanged at 9. Injury collisions increased by 2.9%, from 104 to 107, while property damage collisions increased by 22.4%, from 49 to 60.

The overall number of collision victims increased by 7.7%, from 131 in 2005 to 142 in 2006. The number of victims killed remained at 9. Victims injured increased by 9.0%, from 122 in 2005 to 133 in 2006.

There were 228 vehicles involved in off-road vehicle collisions in 2006, 10.7% more than the 206 recorded in 2005. The number of vehicles involved in fatal accidents rose from 11 to 12 while those involved in injury collisions increased by 3.0%, from 134 in 2005 to 138 in 2006. Property damage vehicle involvement increased by 27.9%, from 61 in 2005 to 78 in 2006.

Comparison of Total Off-Road Vehicle Collisions,
Collision Victims, Vehicle and Driver Involvement
1997 – 2006



Off-Road Vehicle Collisions by Vehicle Involvement 2006

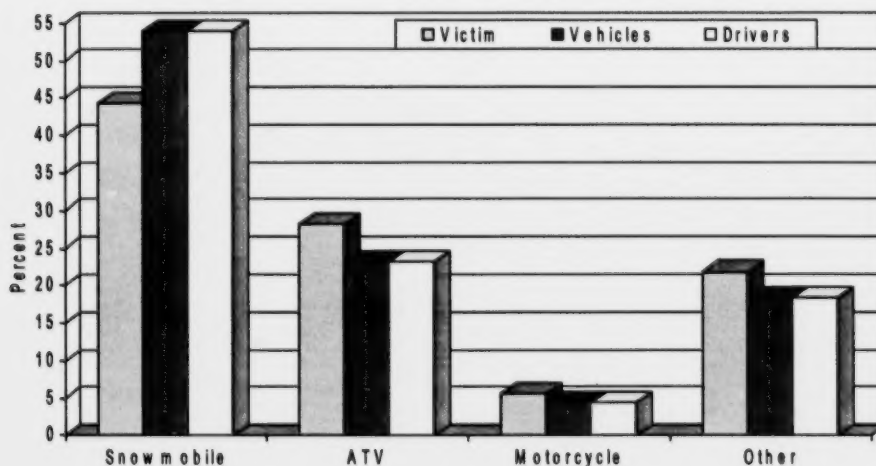
	Snowmobile	ATV ¹	Motorcycle	Other ²	Total
Total Victims	63	40	8	31	142
Killed	5	2	1	1	9
Injured	58	38	7	30	133
Total Vehicles Involved	123	53	10	42	228
Fatal	6	3	1	2	12
Injury	68	37	8	25	138
Property Damage	49	13	1	15	78
Total Drivers Involved	123	53	10	42	228
Fatal	6	3	1	2	12
Injury	68	37	8	25	138
Property Damage	49	13	1	15	78

¹ATV (All Terrain Vehicles) includes 3, 4 and 6 wheel types.

²Vehicles not registered as an off-road vehicle, including not stated category.

Snowmobiles accounted for 44.4% of all victims, 54.0% of all vehicles involved, and 54.0% of all drivers involved.

Distribution of Off-Road Vehicle Type by Victims, Vehicles and Drivers 2006



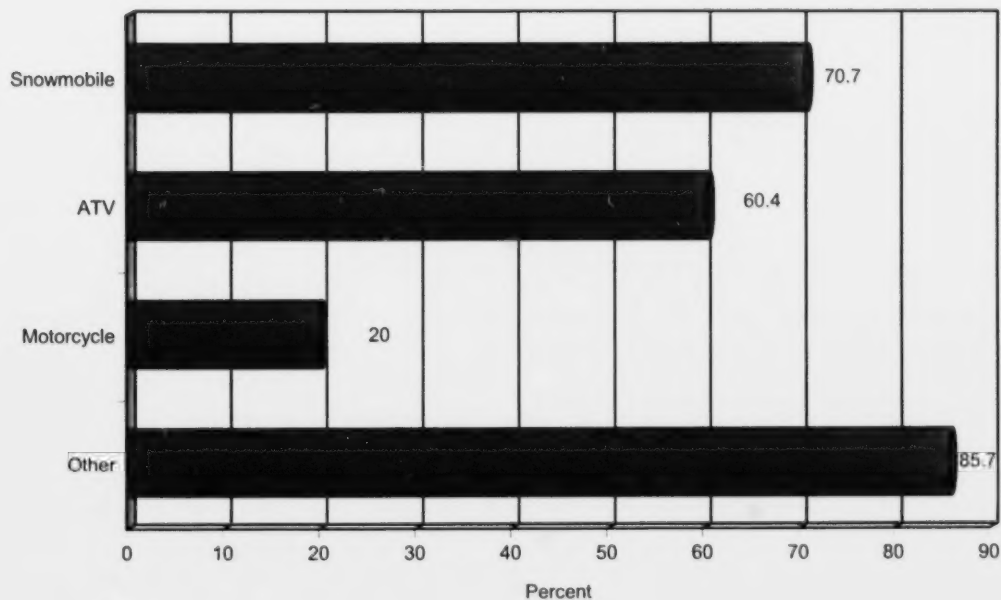
Off-Road Vehicle Involvement by
Vehicle Type and Active Registration
2006

Vehicle Type	Active Registration			Total	% known to be registered
	Yes	No	Not Stated		
Snowmobile	87	27	9	123	70.7
ATV	32	17	4	53	60.4
Motorcycle	2	7	1	10	20.0
Other ¹	36	1	5	42	85.7
Total	157	52	19	228	68.9

¹ Vehicles not registered as an off-road vehicle and those listed under "not stated" category.

Of all vehicles involved in off-road collisions, 68.9% were known to have been registered at time of collision occurrence.

Percentage of Registered Vehicles
Among All Involved in Off-Road Collisions
2006

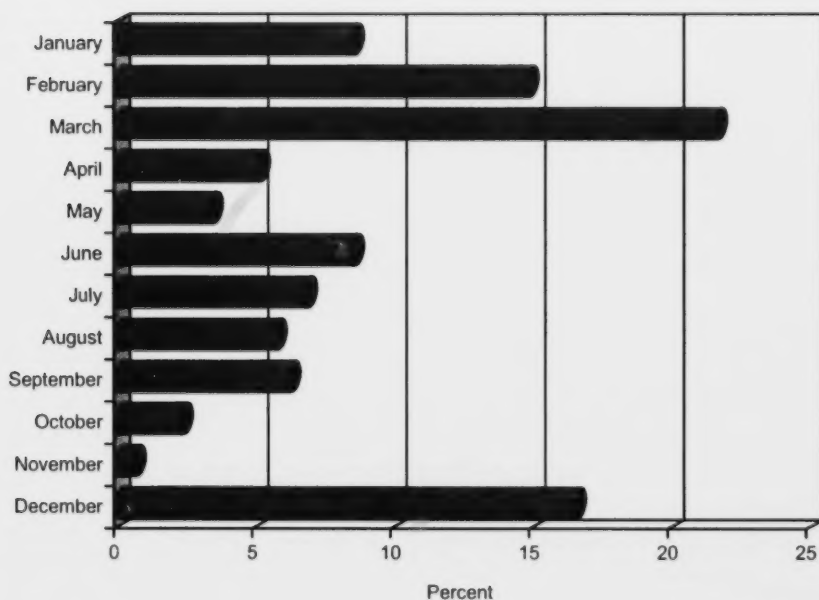


Off-Road Vehicle Collisions by Month of Occurrence and Severity 2006

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	1	10	4	15	8.5
February	1	11	14	26	14.8
March	0	20	18	38	21.6
April	0	8	1	9	5.1
May	0	5	1	6	3.4
June	0	10	5	15	8.5
July	0	7	5	12	6.8
August	1	9	0	10	5.7
September	3	7	1	11	6.2
October	0	3	1	4	2.3
November	0	0	1	1	0.6
December	3	17	9	29	16.5
Total	9	107	60	176	100.0

Of 176 off-road vehicle collisions, 38 occurred in March, 29 in December, and 26 in February. Three of nine fatal collisions occurred in September and December.

Distribution of Total Off-Road Vehicle Collisions by Month of Occurrence 2006

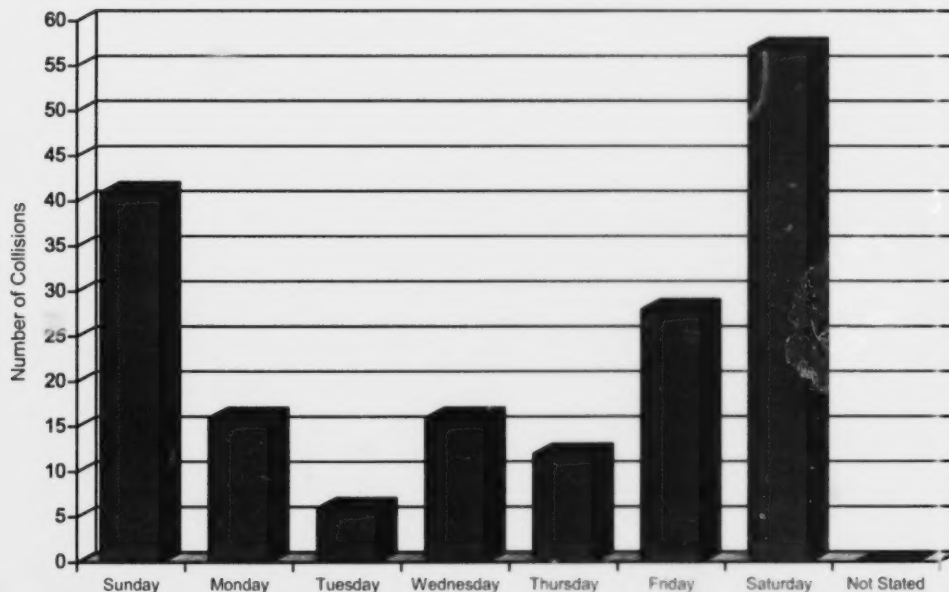


Off-Road Vehicle
Collisions by Day of Occurrence and Severity
2006

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	2	28	11	41	23.3
Monday	1	7	8	16	9.1
Tuesday	0	4	2	6	3.4
Wednesday	2	12	2	16	9.1
Thursday	1	6	5	12	6.8
Friday	1	16	11	28	15.9
Saturday	2	34	21	57	32.4
Not Stated	0	0	0	0	0.0
Total	9	107	60	176	100.0

Two fatal collisions occurred on each of the days Sunday, Wednesday and Saturday and one each on Monday, Thursday and Friday. Off-road injury collisions happened most often on Saturday (34) and Sunday (28) and least often on Tuesday (4) and Thursday (6).

Distribution of Total Off-Road Vehicle Collisions
by Day of Occurrence
2006

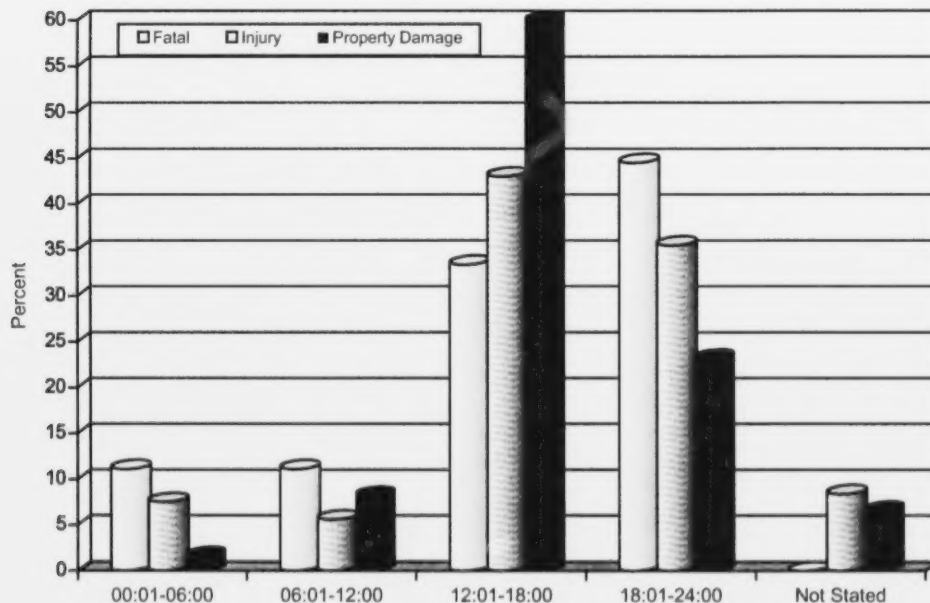


Off-Road Vehicle
Collisions by Time of Occurrence and Severity
2006

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 – 06:00	1	8	1	10	5.7
06:01 – 12:00	1	6	5	12	6.8
12:01 – 18:00	3	46	36	85	48.3
18:01 – 24:00	4	38	14	56	31.8
Not Stated	0	9	4	13	7.4
Total	9	107	60	176	100.0

The primary period for off-road vehicle collisions was between 12:01 – 18:00 at 48.3%. Most fatal collisions occurred in the periods 06:01 – 12:00 and 12:01 – 18:00 (3 and 4 respectively), while injury and property damage collisions occurred most often in the afternoon time frame, particularly between 12:01 – 18:00.

Comparison of Total Off-Road Vehicle Collisions
by Time of Occurrence and Collision Severity
2006

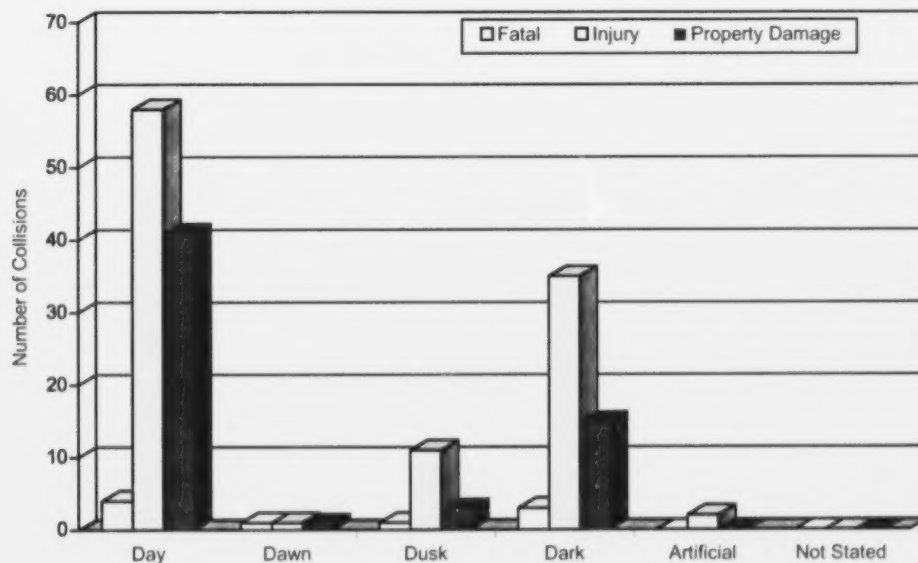


Off-Road Vehicle
Collisions by Light Condition and Severity
2006

Light Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Day	4	58	41	103	58.5
Dawn	1	1	1	3	1.7
Dusk	1	11	3	15	8.5
Dark	3	35	15	53	30.1
Artificial Light	0	2	0	2	1.2
Not Stated	0	0	0	0	0.0
Total	9	107	60	176	100.0

Four of the fatal collisions occurred in daylight and three in darkness. Most (54.2%) injury collisions occurred during daylight and 32.7% took place during darkness. Most property damage collisions took place in daylight (68.3%), followed by darkness (25.0%).

Comparison of Off-Road Vehicle Collisions
by Light Condition and Collision Severity
2006

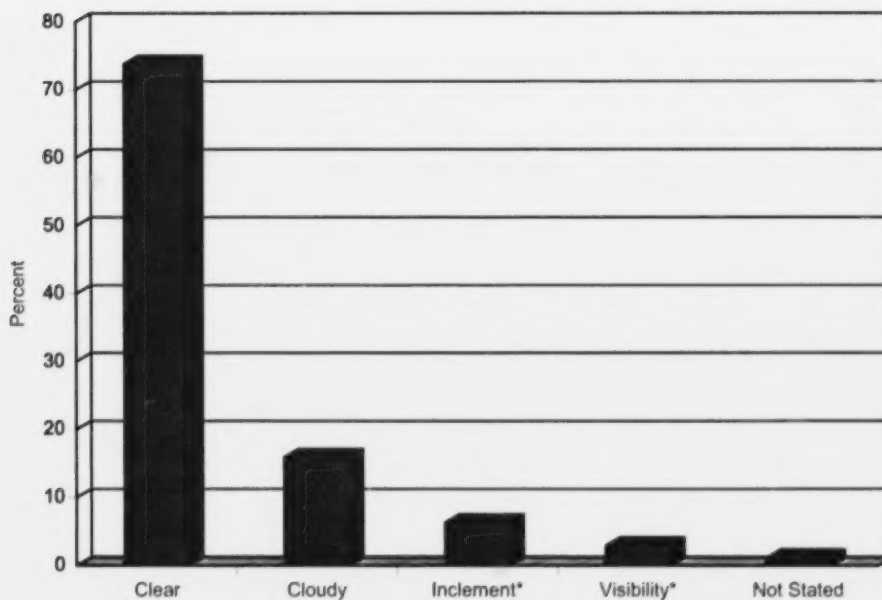


Off-Road Vehicle
Collisions by Weather Condition and Severity
2006

Weather Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Clear	7	77	46	130	73.8
Cloudy	1	18	9	28	15.9
Raining	0	1	1	2	1.1
Snowing	0	2	2	4	2.3
Fog/Mist	1	3	0	4	2.3
Smoke/Dust	0	1	0	1	0.6
Drifting Snow	0	3	1	4	2.3
Strong Winds	0	1	0	1	0.6
Not Stated	0	1	1	2	1.1
Total	9	107	60	176	100.0

Of all off-road vehicle collisions, 73.8% were known to have occurred during clear weather conditions and 15.9% during cloudy weather conditions.

Comparison of Off-Road Vehicle Collisions
by Weather Condition
2006



*Inclement weather includes raining, snowing, drifting snow, freezing rain/sleet, and strong winds.

*Visibility weather conditions include fog/mist and smoke/dust.

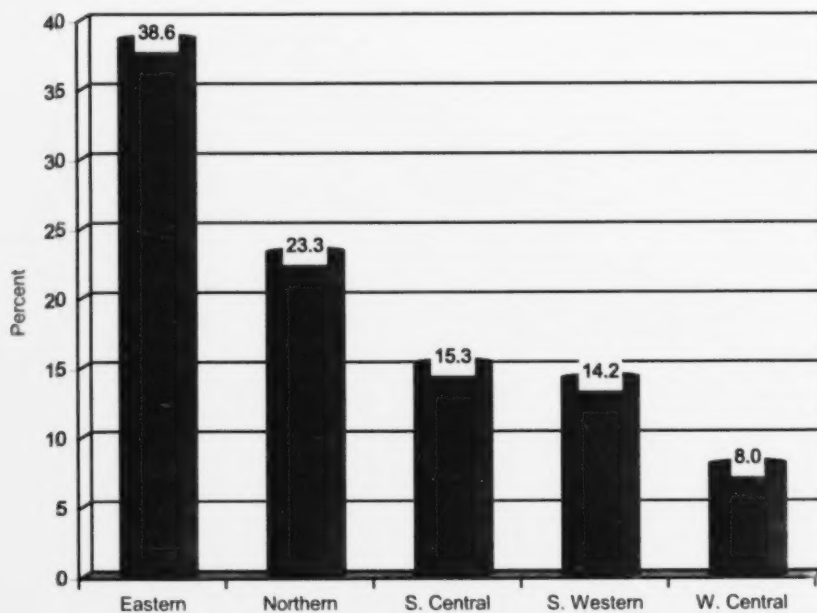
Off-Road Vehicle
Collisions by Manitoba Region¹ and Severity
2006

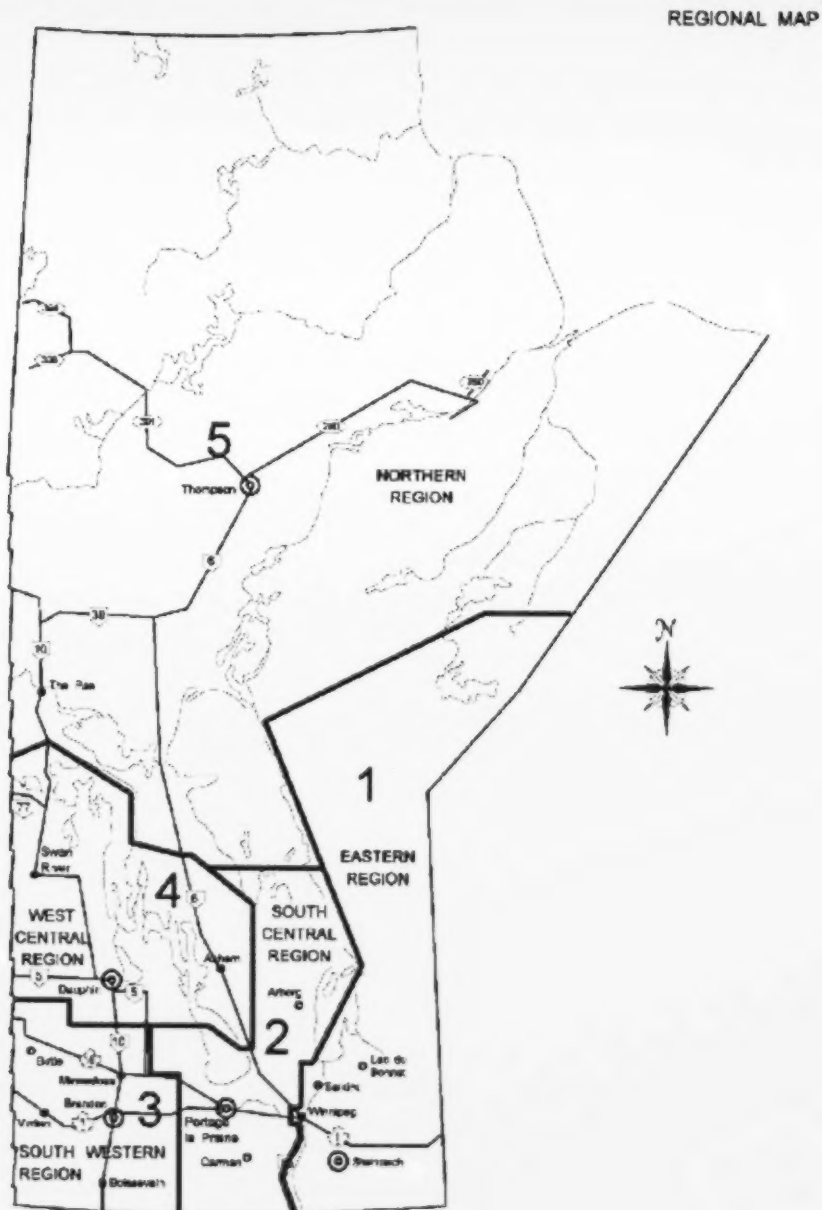
Region	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Eastern Region	4	44	20	68	38.6
South Central Region	1	15	11	27	15.3
South Western Region	0	13	12	25	14.2
West Central Region	2	7	5	14	8.0
Northern Region	2	28	11	41	23.3
Not Stated	0	0	1	1	0.6
Total	9	107	60	176	100.0

¹ For regional boundaries, refer to the map on the next page.

The "eastern" region of Manitoba accounted for 38.6% (68) of total off-road vehicle collisions followed by "northern" at 23.3% (41).

Comparison of Off-Road Vehicle Collisions
by Manitoba Region
2006



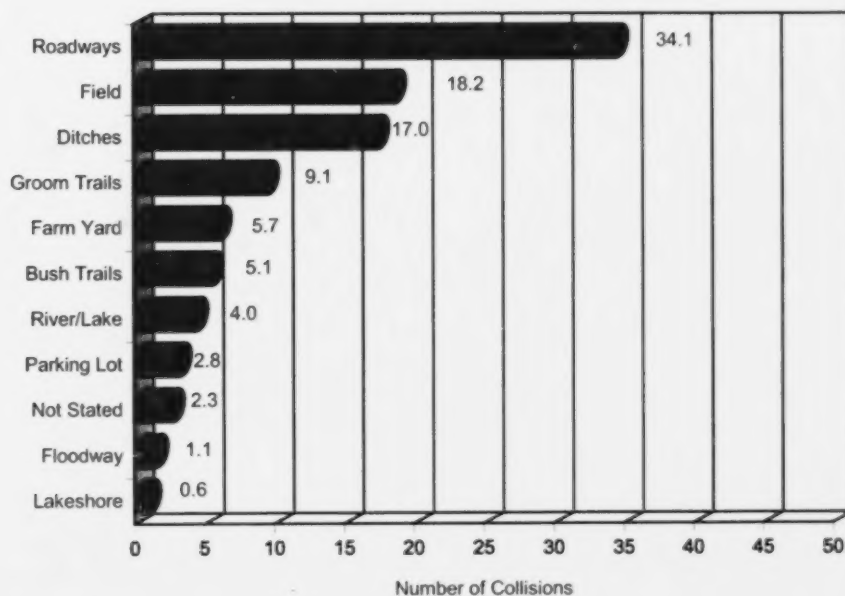


Off-Road Vehicle
Collisions by Location and Severity
2006

Location	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Public Roadway	2	41	17	60	34.1
Ditches	1	17	12	30	17.0
River/Lake	0	3	4	7	4.0
Field	4	22	6	32	18.2
Bush Trails/Winter Road	0	4	5	9	5.1
Farm Yard/Private Property	2	3	5	10	5.7
Marked/Groom Trails	0	11	5	16	9.1
Parking Lot	0	0	5	5	2.8
Lakeshore	0	1	0	1	0.6
Floodway/Diversion	0	2	0	2	1.1
Not Stated	0	3	1	4	2.3
Total	9	107	60	176	100.0

"Public roadways" accounted for 22.2% of fatal vehicle crashes, 38.3% of injury and 28.3% of property damage collisions. "Fields" (18.2%), "marked groom trails" (9.1%), and "ditches" (17.0%) were the next identified locations of the total off-road vehicle collisions.

Distribution of Off-Road Vehicle Collisions
by Collision Location
2006



Off-Road Collision Victims
by Age Group, Injury Type and Sex
2006

Age Group	Injury Type						Total Victims
	Killed			Injured			
	Male	Female	Total	Male	Female	Total	
0-4	0	0	0	0	0	0	0
5-9	0	0	0	2	3	5	5
10-14	0	0	0	13	7	20	20
15-19	6	2	8	18	11	29	37
20-24	1	0	1	18	5	23	24
25-34	0	0	0	15	2	17	17
35-44	0	0	0	18	2	20	20
45-54	0	0	0	9	2	11	11
55-64	0	0	0	5	0	5	5
65>	0	0	0	0	0	0	0
Not Stated	0	0	0	0	3	3	3
Total	7	2	9	98	35	133	142

Male victims made up 73.9% (105) of all persons killed or injured, whereas females made up 26.1% (37). Of 142 victims, the 15-19 age group accounted for the highest percentage, at 26.1% (37). They were followed by the age group 20-24, at 16.9% (24).

Off-Road Collision Victims
by Safety Equipment and Injury Type
2006

Safety Equipment	Injury Type		Total Victims
	Killed	Injured	
Safety Helmet Worn	5 ¹	61	66
Safety Helmet Not Worn	4	28	32
Not Stated	0	35	35
Not Applicable ¹	0	9	9
Total	9	133	142

¹Victims who were not driver/occupants of off-road vehicles

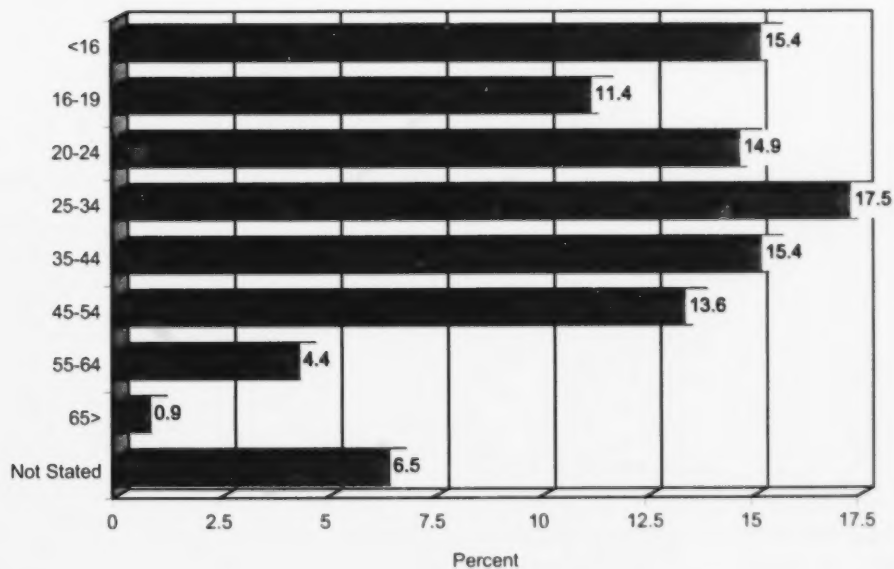
Of the total number of off-road vehicle collision victims, 22.5% (32) were reported as not wearing a safety helmet at time of collision occurrence while 46.5% (66) were reported as wearing a safety helmet.

Off-Road Vehicle Driver Involvement
by Age Group and Collision Severity
2006

Age Group	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
<16	5	25	5	35	15.4
16-19	2	16	8	26	11.4
20-24	2	25	7	34	14.9
25-34	1	20	19	40	17.5
35-44	0	23	12	35	15.4
45-54	1	15	15	31	13.6
55-64	1	4	5	10	4.4
65>	0	2	0	2	0.9
Not Stated	0	8	7	15	6.5
Total	12	138	78	228	100.0

Of the total number of drivers involved in off-road vehicle collisions, 17.5% were aged 25-34, and 15.4% each were aged 35-44 and under 16.

Distribution of Total Driver Involvement in Off-Road Vehicle Collisions
by Age Group
2006



Off-Road Vehicle Driver Involvement
by Active Driver's Licence and Collision Severity
2006

Active Driver's Licence	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Yes	5	96	58	159	69.7
No	7	35	13	55	24.1
Not Stated	0	2	5	7	3.1
Not Applicable	0	5	2	7	3.1
Total	12	138	78	228	100.0

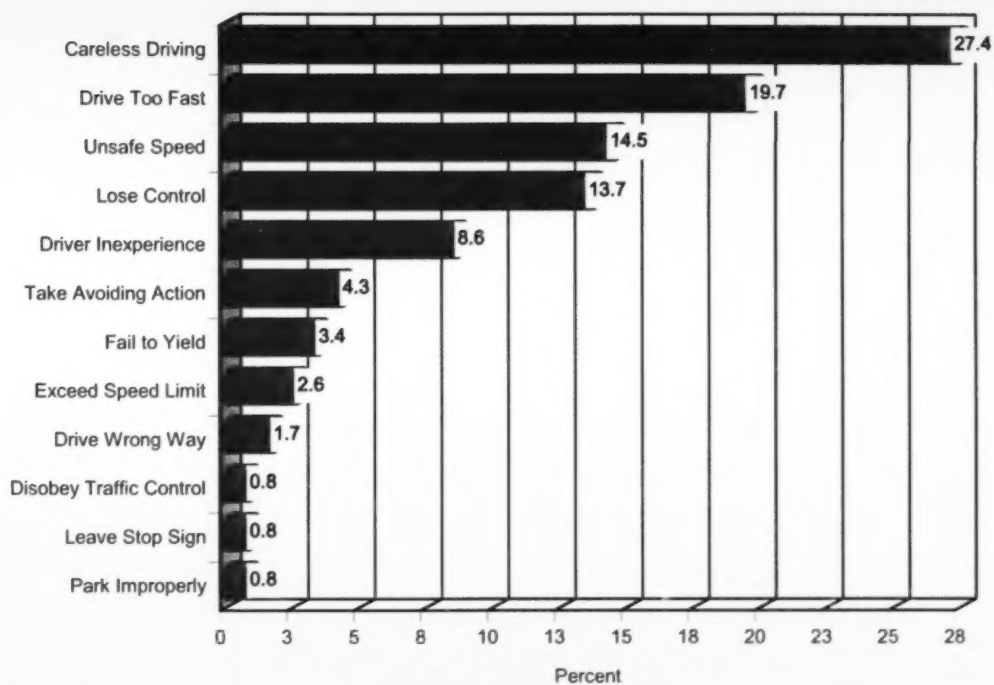
At time of collision occurrence, 69.7% of drivers involved in off-road vehicle collisions were known to have an active driver's licence.

Off-Road Vehicle Driver Involvement
by At-Fault Driver Action and Collision Severity
2006

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Drive Properly ¹	5	51	44	100	43.9
Follow Too Closely	0	2	0	2	0.9
Turn Improperly	0	0	0	0	0.0
Exceed Speed Limit	0	2	1	3	1.3
Drive Too Fast For Conditions	1	14	8	23	10.1
Unsafe Operating Speed	1	15	1	17	7.5
Pass Improperly	0	0	0	0	0.0
Fail To Yield	1	2	1	4	1.8
Disobey Traffic Control	0	0	1	1	0.4
Drive Wrong Way	0	2	0	2	0.9
Back Unsafely	0	0	0	0	0.0
Park Improperly	0	0	1	1	0.4
Careless Driving	2	16	14	32	14.0
Leave Stop Sign Before Safe	0	1	0	1	0.4
Lost Control/Drive off Roadway	2	13	1	16	7.0
Take Avoiding Action	0	3	2	5	2.2
Driver Inexperience	0	8	2	10	4.4
Not Stated	0	9	2	11	4.8
Total	12	138	78	228	100.0

¹ No apparent improper driving action

Comparison of At-Fault Driver Actions
in Off-Road Vehicle Collisions
2006



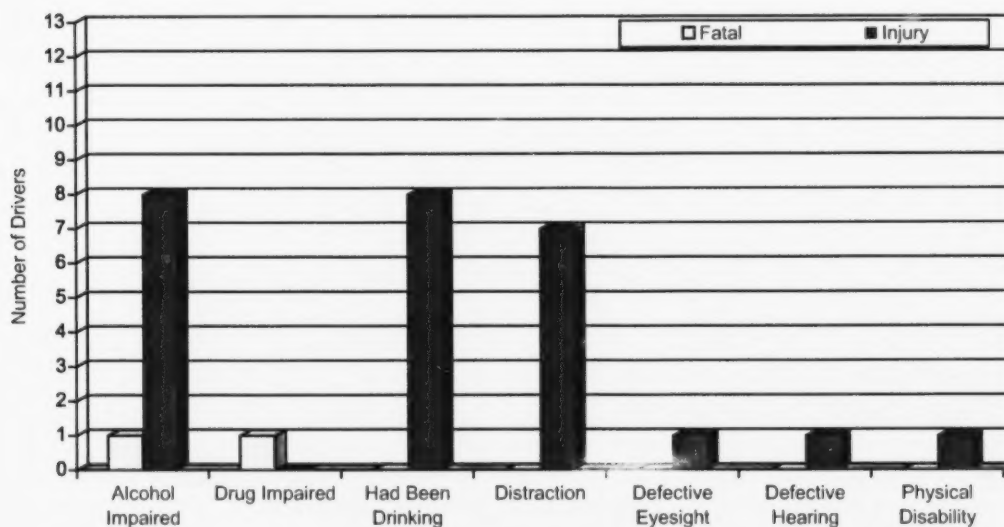
Of 117 at-fault driving actions, "careless driving" (27.4%) was the chief at-fault driver action resulting in off-road vehicle collisions while "drive too fast" accounted for 19.7% and "unsafe operating speed" for 14.5%.

Off-Road Vehicle Driver Involvement
by At-Fault Human Condition Factors and Collision Severity
2006

Human Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	9	107	67	183	80.3
Defective Eyesight	0	1	0	1	0.4
Defective Hearing	0	1	0	1	0.4
Physical Disability	0	1	0	1	0.4
Ability Impaired by Alcohol	1	8	0	9	4.0
Ability Impaired by Drugs	1	0	0	1	0.4
Had Been Drinking/Suspected Alcohol Use	0	8	1	9	4.0
Distraction/Inattention	0	7	4	11	4.8
Not Stated	1	5	6	12	5.3
Total	12	138	78	228	100.0

Of the 228 drivers involved in off-road vehicle collisions, 33 or 14.5% were known to have at-fault human condition factors. Of the 12 drivers involved in fatal off-road vehicle collisions, 2 were known to have at-fault human condition factors. Overall, "distraction", "had been drinking/suspected alcohol use", and "ability impaired by alcohol" were reported as the most common at-fault human condition factors.

Distribution of At-Fault Human Condition Factors
by Fatal and Injury Collision Severity for Off-Road Vehicle Collisions
2006



**Off-Road Vehicle Involvement
by Vehicle Condition Contributing Factors and Collision Severity
2006**

Vehicle Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
No Apparent Defect	9	124	73	206	90.4
Defective Brakes	2	1	1	4	1.8
Defective Steering	1	1	1	3	1.3
Defective Headlights	0	1	0	1	0.4
Defective Lighting	0	1	0	1	0.4
Not Stated	0	10	3	13	5.7
Total	12	138	78	228	100.0

Nine (3.9%) of the 228 recorded vehicle condition factors contributed toward off-road vehicle crashes. "Defective brakes" counted for nearly half of these faults.

**Off-Road Vehicle Involvement
by Environmental Condition Contributing Factors and Collision Type
2006**

Environmental Condition	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Prior Accident	0	1	0	1	3.3
Defective Control Device	0	0	1	1	3.3
Obstruction/Debris	1	0	0	1	3.3
View Obstructed	0	5	3	8	26.8
Defective Driving Surface	0	7	7	14	46.7
Weather	0	1	0	1	3.3
Glare/Reflection	0	1	0	1	3.3
Shoulders Defective	0	2	0	2	6.7
Not Stated	0	1	0	1	3.3
Total	1	18	11	30	100.0

"Defective driving surface" was the leading adverse environmental condition, accounting for 46.7% of the total, followed by "view obstructed" (26.8%).

Section 12

**Alcohol-Related
Criminal Code Offences**





INTRODUCTION TO SECTION 12

This section indicates the number of drivers convicted of alcohol-related Criminal Code offences in three date configurations: 1989-2005 (inclusive), 1995, 2000 and 2005, and, finally, 2005 alone.

This report details drivers convicted of first, second and third offences focussing on alcohol content over .08, impaired driving, and refusing to provide a blood or breath sample. It also notes whether or not the driver's offence resulted in a collision. Drivers are divided by age group and offence type.

Total Alcohol-Related Criminal Code Convictions
by No Accident/With Accident Involvement
1989 - 2005*

Year	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253B		253A		255-2	255-3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
1989	3392	494	370	110	33	6	484	95	4984
1990	3276	421	332	73	28	2	411	73	4616
1991	3339	373	321	52	44	2	398	62	4591
1992	2683	335	269	55	41	3	321	45	3752
1993	2210	308	282	52	29	3	274	59	3217
1994	2208	308	344	61	34	2	292	70	3319
1995	2298	180	366	39	25	3	227	37	3175
1996	2133	134	303	31	24	0	227	23	2875
1997	2378	141	338	28	37	3	250	27	3202
1998	2413	74	377	27	36	1	274	17	3219
1999	2400	60	423	18	29	3	309	11	3253
2000	1945	14	488	5	34	4	241	4	2735
2001	1780	3	568	6	35	2	185	1	2580
2002	1649	6	607	4	20	4	143	0	2433
2003	1463	1	565	2	19	3	144	0	2197
2004	1316	0	486	0	19	4	97	0	1922
2005	1089	0	474	0	16	4	98	0	1681
% Change 89-05	-67.9	1	-28.1	1	1	1	-79.8	1	-66.3

* Driver and Vehicle Licensing's alcohol-related Criminal Code conviction statistics collection is structured to accommodate a "one year" updating period; as a result, there is a delay in reporting alcohol-related statistics.

¹Percentage change statistics not calculated due to low frequency count.

Between 1989 and 2005;

- The number of alcohol-related Criminal Code convictions decreased by 66.3%, from 4,984 to 1,681.
- The number of impaired driving convictions involving no accidents rose by 28.1%, from 370 to 474. However, there were substantial declines in such convictions involving accidents (from 110 to 0), injuries (33 to 16) and deaths (6 to 4).

Total Alcohol-Related Criminal Code Convictions ¹
by Age Group
1989 – 2005

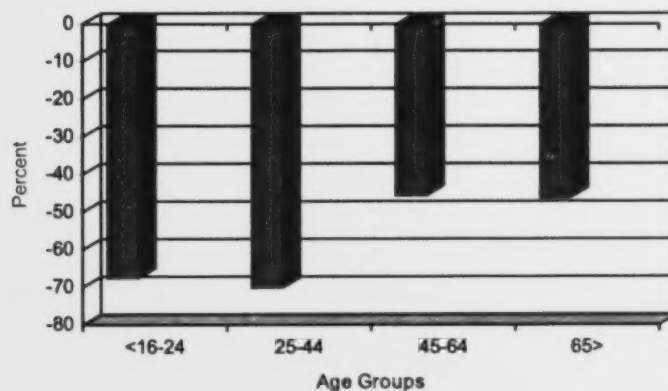
	<16	16-17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75>	Total
1989	9	124	622	909	983	755	516	392	242	163	133	65	46	19	6	4984
1990	10	119	583	744	940	704	538	341	223	179	92	73	46	19	5	4616
1991	12	104	520	709	923	728	527	389	240	176	110	71	47	26	9	4591
1992	4	86	426	606	667	624	431	365	206	129	83	62	42	13	8	3752
1993	7	64	286	494	584	543	402	292	194	146	79	67	31	22	6	3217
1994	5	49	363	473	553	566	435	288	205	138	88	86	42	24	4	3319
1995	3	82	364	471	518	547	422	278	177	111	86	59	33	11	13	3175
1996	7	66	366	388	447	394	387	267	208	151	71	66	32	10	15	2875
1997	7	105	430	495	451	440	440	302	201	130	78	50	44	18	11	3202
1998	7	109	349	448	495	459	455	306	227	163	82	49	39	25	6	3219
1999	13	81	412	504	484	445	429	330	248	151	56	46	28	15	11	3253
2000	12	75	345	430	396	368	354	298	198	102	66	42	23	14	12	2735
2001	11	91	357	379	384	334	322	259	177	128	54	44	22	15	3	2580
2002	11	85	333	338	359	309	277	282	175	102	78	39	24	10	11	2433
2003	7	65	300	308	317	269	237	233	178	109	81	44	26	14	9	2197
2004	5	55	282	273	251	235	209	232	150	83	63	46	21	13	4	1922
2005	6	46	210	272	243	204	178	158	139	91	51	45	24	5	9	1681
% Change 89-05	²	-62.9	-66.2	-70.1	-75.3	-73.0	-65.5	-59.7	-42.6	-44.2	-61.6	²	²	²	²	-66.3

¹Includes alcohol content over .08, impaired driving causing injury and/or death, and refuse sample.

²Percentage change statistics not calculated due to low frequency count.

Between 1989 and 2005, all age groups under 75 recorded declines in total alcohol-related Criminal Code convictions. The most substantial declines occurred among drivers aged 25-29, 30-34, and 21-24, amounting to 75.3%, 73.0%, and 70.4% respectively.

Comparison of Percentage Change Statistics by Selected Age Group
For Alcohol-Related Criminal Code Convictions
1989 - 2005



**Alcohol-Related Criminal Code Convictions
By Active Licensed Drivers and Age Group 1995, 2000 and 2005**

Age Group	1995			2000			2005		
	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers
<16-24 ¹	920	29.0	15.1	862	31.5	14.4	534	31.8	14.4
25-44	1765	55.6	43.2	1416	51.8	39.6	783	46.6	35.0
45-64	433	13.6	27.8	408	14.9	31.2	326	19.4	36.0
65+	57	1.8	13.9	49	1.8	14.8	38	2.2	14.6
Total	3175	100.0	100.0	2735	100.0	100.0	1681	100.0	100.0

1. Includes statistics for individuals under the age of 16 convicted of an alcohol-related Criminal Code offence, but who were not licenced at the time of offence.

Overall drivers convicted of alcohol related convictions decreased by 47.1% from 3,175 in 1995 to 1,681 in 2005.

Licensed drivers up to the age of 24 are over-represented in alcohol criminal code convictions. Although accounting for 15.1% of all licensed drivers in 1995, they were convicted of 29.0% of alcohol offences. In 2005 those drivers accounted for 14.4% of licensed drivers and 31.8% of convictions.

Drivers between the ages of 25 to 44 continue to record the highest incidence of alcohol-related Criminal Code convictions. In the years 1995, 2000 and 2005 respectively, drivers in this group made up 43.2%, 39.6% and 35.0% of licensed drivers and 55.6% (1765), 51.8% (1416) and 46.6% (783) of Criminal Code convictions.

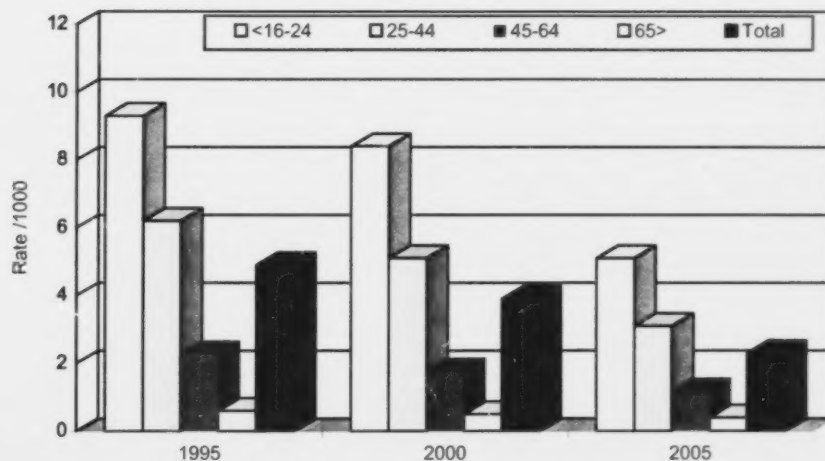
Indicative of their substantially lower alcohol involvement, the percentage of drivers aged 45-64 exceed their segment of alcohol convictions by factors of 2.0 in 1995, 2.1 in 2000, and 1.9 in 2005. Similarly, the percentage of drivers aged 65+ exceed their segment of alcohol convictions by factors of 7.7 in 1995, 8.2 in 2000 and 6.6 in 2005.

Driver Involvement in Total Alcohol-Related Criminal Code Convictions
by Age Group
1995, 2000 and 2005

Age Group	1995			2000			2005		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	920	98693	9.3	862	102304	8.4	534	104585	5.1
25-44	1765	282314	6.2	1416	279097	5.1	783	253811	3.1
45-64	433	184062	2.3	408	220897	1.8	326	261300	1.2
65>	57	87151	0.6	49	104214	0.5	38	106059	0.4
Total	3175	652220	4.9	2735	706512	3.9	1681	725755	2.3

¹For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Relative Involvement Rate /1000 Drivers
by Age Group of Alcohol-Related Criminal Code Convictions
1995, 2000 and 2005



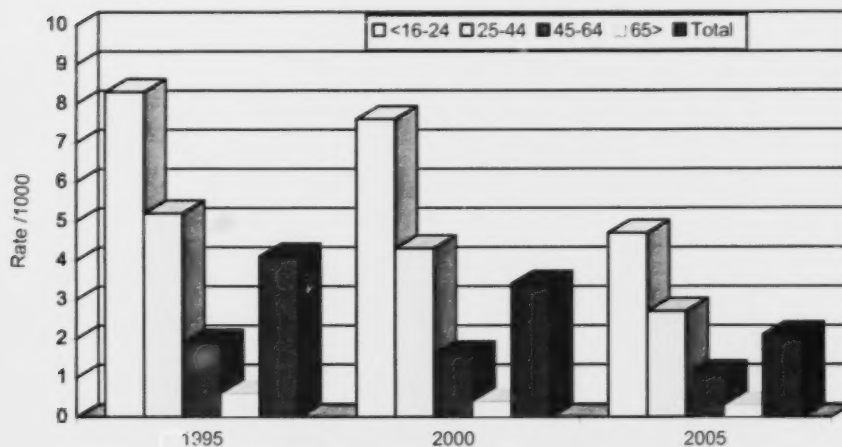
- Between 1995 and 2005, the driver involvement rate decreased by 53.1%, from 4.9/1,000 to 2.3/1,000.
- For every 1,000 licensed drivers aged up to 24, there were 9.3, 8.4 and 5.1 drivers who had committed an alcohol-related Criminal Code offence for each respective year. The 2005 rate for this age group was 45.2% below the 1995 rate.
- The rates for drivers aged 25-44 during this period were: 6.2, 5.1, and 3.1, and for drivers aged 45-64: 2.3, 1.8 and 1.2.
- The 65 and older drivers had the lowest rate of involvement per 1,000 drivers: 0.6 in 1995, 0.5 in 2000, and 0.4 in 2005.

Driver Involvement in First Occurrence Alcohol-Related Criminal Code Convictions
by Age Group
1995, 2000 and 2005

Age Group	1995			2000			2005		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	818	98693	8.3	775	102304	7.6	489	104585	4.7
25-44	1473	282314	5.2	1204	279097	4.3	679	253811	2.7
45-64	355	184062	1.9	356	220897	1.6	293	261300	1.1
65>	53	87151	0.6	46	104214	0.4	34	106059	0.3
Total	2699	652220	4.1	2381	706512	3.4	1495	725755	2.1

¹For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of First Occurrence Relative Involvement Rate /1000 Drivers
by Age Group of Alcohol-Related Criminal Code Convictions
1995, 2000 and 2005



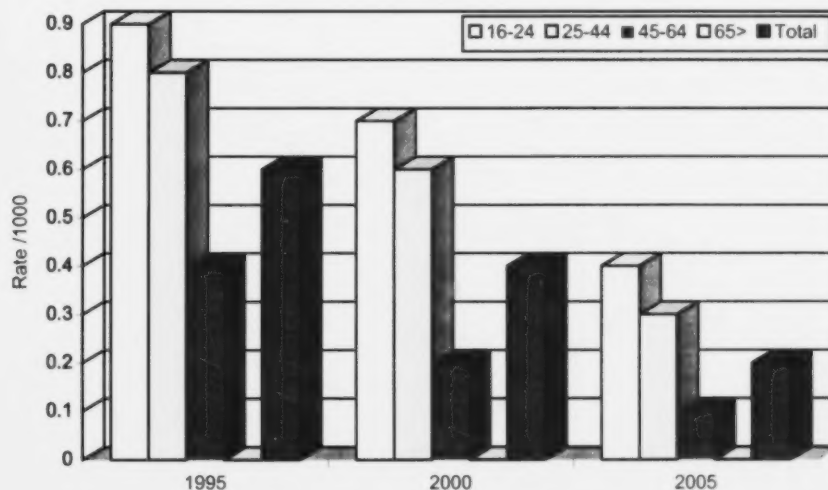
- The number of drivers convicted of first offence alcohol-related convictions decreased by 44.6% from 2,699 in 1995 to 1,495 in 2005.
- Comparing the rates for 1995 and 2005, there was a 27.4% drop for the <16-24 group, 37.5% decrease for the 25-44 group, 17.5% decrease for the 45-64 age group, and a 35.3% decrease for the 65+ age group.
- For every 1,000 licensed drivers within the age range of <16-24, there were 8.3, 7.6 and 4.7 drivers who committed an alcohol-related offence in each respective year. The rate for drivers aged 45-64 is substantially lower than those younger than 25, at 1.9, 1.6 and 1.1. The 65 and older drivers have the lowest rate of involvement per 1,000 drivers: 0.6 in 1995, 0.4 in 2000, and 0.3 in 2005.

Driver Involvement in Second Occurrence Alcohol-Related Criminal Code Convictions
by Age Group
1995, 2000 and 2005

Age Group	1995			2000			2005		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	90	98693	0.9	76	102304	0.7	39	104585	0.4
25-44	215	282314	0.8	164	279097	0.6	77	253811	0.3
45-64	64	184062	0.4	44	220897	0.2	24	261300	0.1
65>	2	87151	-.	2	104214	-.	4	106059	-.
Total	371	652220	0.6	286	706512	0.4	144	725755	0.2

¹For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Second Occurrence Alcohol-Related Criminal Code Convictions
Relative Involvement Rate /1000 Drivers by Age Group
1995, 2000 and 2005



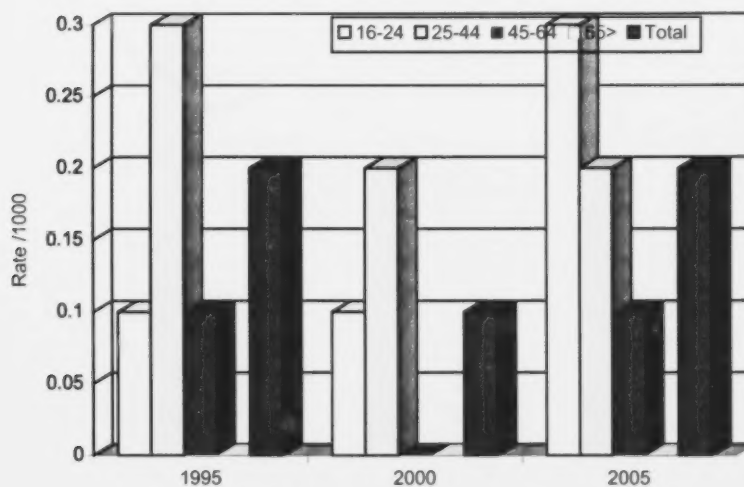
- Overall, the total number of drivers convicted of second offence alcohol-related Criminal Code convictions decreased by 61.2% from 371 in 1995 to 144 in 2005.
- The number of convicted drivers in the <16-24 age group dropped 56.7% from 90 in 1995 to 39 in 2005. Similarly, the 25-44 age group recorded a 64.2% decrease from 215 in 1995 to 77 in 2005.
- Drivers over the age of 65 maintained a relative involvement rate of less than 0.1 per 1,000 drivers in each of the years under review.

**Driver Involvement in Third and Subsequent Occurrence Alcohol-Related Criminal Code Convictions
by Selected Age Group
1995, 2000 and 2005**

Age Group	1995			2000			2005		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	12	98693	0.1	11	102304	0.1	34	104585	0.3
25-44	77	282314	0.3	48	279097	0.2	64	253811	0.2
45-64	14	184062	0.1	8	220897	--	35	261300	0.1
65>	2	87151	--	1	104214	--	1	106059	--
Total	105	652220	0.2	68	706512	0.1	134	725755	0.2

For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver, although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

**Comparison Third/Subsequent Occurrence Alcohol-Related Criminal Code Convictions
Relative Involvement Rate /1000 Drivers by Selected Age Group
1995, 2000 and 2005**



- The total number of drivers convicted of third and subsequent occurrence alcohol-related Criminal Code convictions increased by 27.6%, from 105 in 1995 to 134 in 2005.
- The number of drivers aged 25-34 recorded a 16.9% decline in third and subsequent convictions and a reduction in their involvement rate from 0.3/1,000 active licensed drivers to 0.2 while the number of convicted drivers under 25 nearly tripled, from 12 to 34. Their involvement rate rose from 0.1/1,000 active licensed drivers to 0.3.
- Drivers aged 45-64 recorded a substantial increase in third and subsequent convictions – rising from 14 to 35 between 1995 and 2005.

Total Alcohol-Related Criminal Code Offences
by Age Group and Conviction Type
2005*

Age Group	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255-3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
<16	3	0	3	0	0	0	0	0	6
16-17	31	0	15	0	0	0	0	0	46
18-20	152	0	46	0	3	0	9	0	210
21-24	185	0	63	0	3	1	20	0	272
25-29	157	0	72	0	2	0	12	0	243
30-34	143	0	49	0	3	0	9	0	204
35-39	111	0	52	0	1	2	12	0	178
40-44	95	0	53	0	1	1	8	0	158
45-49	75	0	48	0	2	0	14	0	139
50-54	51	0	33	0	0	0	7	0	91
55-59	33	0	16	0	0	0	2	0	51
60-64	25	0	15	0	1	0	4	0	45
65-69	17	0	6	0	0	0	1	0	24
70-74	5	0	0	0	0	0	0	0	5
75>	6	0	3	0	0	0	0	0	9
Total	1089	0	474	0	16	4	98	0	1681

* Driver and Vehicle Licensing's alcohol statistics collection is structured to accommodate a "one year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.



Glossary



Ability Impaired by Alcohol	Driver had consumed a sufficient quantity of alcohol to impair their physical/mental condition.
Ability Impaired by Drugs	Driver had used a controlled substance and was legally impaired in the judgement of a law enforcement officer.
Accident	Refer to collision.
All-terrain Vehicle	An off-road vehicle which operates on three or more low pressure tires, has a seat designed to be straddled by the operator, and has handle bars for steering the vehicle.
Antique Vehicle	A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: a. taking it to be repaired or serviced; b. displaying it to the public in a parade or procession and driving it to or from such a parade or procession, c. driving it in an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
Collision	A reportable motor vehicle collision is one that results in a fatality, injury and/or total property damage exceeding \$1,000.00.
Commercial Truck	A truck (or trailer) used to transport the registered owner's (or lessee's) own business goods: a. beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner's business address is in the City of Winnipeg, b. beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner's address is not in the City of Winnipeg.
Contributing Factors	Those events or circumstances that directly contribute to a traffic collision: <u>Driver Action:</u> Used to determine if the actions performed immediately prior to the collision may have been a factor in causing the collision.

Glossary

Contributing Factors con't	Those events or circumstances that directly contribute to a traffic collision: <u>Human Condition</u>: Used to determine if a driver's medical condition may have been a major factor in contributing to collision causation. <u>Vehicle Condition</u>: Used to determine if a vehicle has a mechanical defect that may have been a factor in collision causation. <u>Environmental Condition</u>: Used to determine if environmental factors are in some way responsible for the collision.
Dealer	A recognized person who in the course of his business buys, sells, exchanges, advertises, exhibits or offers for sale, or acts as a broker of, or commission agent in respect of new or used vehicles of a type required to be registered under <i>The Highway Traffic Act</i> and/or <i>The Taxicab Act</i>, and as such, is allowed to purchase for their own use dealer licence plates that can be affixed to a motor vehicle under their care.
Driverless Vehicle/ Ran Out of Control	Includes improperly parked vehicles, vehicles set in motion by failure of parking brakes, vandalism, etc., without a driver in control. Includes cases where young children start and/or attempt to operate vehicles.
Farm Truck	A motor vehicle classified as a "truck" at time of registration and is owned by a person engaged in farming.
Fatal Collision	A motor vehicle collision which results in death to one or more individuals within 30 days of the collision.
Had Been Drinking/ Suspected Alcohol Use	Driver had consumed alcohol, but his/her physical condition was not legally impaired or tested for legal impairment.
Hydroplaning of tires	Refers to <u>water</u> on the roadway. The contact between the vehicle's tires and the roadway surface was eliminated.

Glossary

Injury Collision	A motor vehicle collision which results in non-fatal injury to one or more individuals.
Livery	A vehicle licenced under <i>The Highway Traffic Act</i> for the transportation of persons for compensation and is licensed to operate in the Province according to terms issued by the Motor Transport Board.
Moped	A motor vehicle which: - has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, - has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, - is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and - the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.
Motorcycle	A motor vehicle, other than a tractor which: - is designed to travel on not more than three wheels in contact with the ground, and - has a seat or saddle for the use of the rider sitting astride thereof and is capable of attaining a speed of 50 km/h or more, - and includes a bicycle with a motor attached by which it is driven, a motor scooter.
Not Stated	Reporting document does not contain the necessary information for a particular category.
Off-Road Vehicle (ORV)	Included in this category are the following: snowmobiles, off-road vehicle motorcycles, all-terrain vehicles, amphibious vehicles, dune/sport buggy and 4 wheel drive vehicles operated off-road.
Passenger Vehicle	A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
Property Damage Collision	A motor vehicle collision in which damage to vehicle and/or property was \$1,000.00 or more, and which did not result in death or injury.

Glossary

Public Service Vehicle (PSV)	A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under <i>The Taxicab Act</i> or a municipal by-law in cities, towns, and villages.
Repairer	A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under <i>The Highway Traffic Act</i> to obtain "Repairer" licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
Rural Collision	A collision occurring on primary or secondary highways as well as local roads, or a speed limit at the collision site exceeding 60 km/h.
Safety Equipment	Seatbelts, safety helmets and child restraints.
Snowmobile Collision	A snowmobile collision which results in death, injury and/or total property damage of \$1,000.00 or more.
Snow Vehicle	A vehicle that has a gross vehicle weight in exceeding 454 kilograms and - is not equipped with wheels, but in place thereof is equipped with tractor treads alone or with tractor treads and skis, or with skis and a propeller, or is a toboggan equipped with tractor treads or a propeller, - is designed primarily for operating over snow or ice, and is used primarily for that purpose, and - is designed to be self-propelled.

Glossary

Taxicab	A motor vehicle had, kept, used, intended for use, or operated, for the transportation of persons for compensation, and includes such vehicles when garaged or under repair; but does not include - a public service vehicle, - a trolley bus or passenger-carrying motor vehicle or a public transportation system operating on the streets of a city, - a school bus, - an ambulance, - a hearse, or - a motor vehicle, or vehicle of a class of motor vehicles, that The Taxicab Board established under <i>The Taxicab Act</i> excludes from the definition of a taxicab under that Act.
Tractor	A self-propelled vehicle that is designed primarily for traction purposes, and that is not itself constructed to carry a load other than the driver, and includes a farm tractor but does not include a truck tractor or a special mobile machine.
Trailer	A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.
Truck	A motor vehicle or semi-trailer truck that is not a delivery car and that is constructed or adapted to carry goods, wares, and merchandise, freight or commodities, but not passengers or luggage.
U-Drive (Drive Yourself Vehicle)	A motor vehicle or trailer, kept for hire, that may be hired or rented without a drivers by the hour, day, week or longer but for which a single rental period is less than 30 days.
Urban Collision	A collision occurring on metropolitan roads and streets and other urban areas, or a speed limit at the collision site of 60 km/h or less.
Vehicle Modification	A motor vehicle in which the axles, body, brakes, engine, steering control or suspension have been substantially altered or replaced with components of a different design or capacity from that approved by the manufacturer of the original vehicle.
Victims	All persons killed or injured in a motor vehicle related collision occurring on a public roadway.





